

CYCLE NEWS

WEST

Volume XXII : Number 30 : August 7, 1985

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Binghampton National MX:

Glover clinches title

DuQuoin Camel Pro Mile:

Shobert takes points lead

French Grand Prix

Spencer —
two for two

Interviews:

Doug Chandler

Plus CMC Western
State MX Champion-
ships; El Trial De Es-
pana; endurance road
racing and GP gossip;
World Championship MX;
speedway; local racing and
much more!

Doug Chandler

America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY



The 1986 Husqvarna AE (Automatic Transmission Enduro) model has an all-new 430cc water-cooled engine with a single-shock frame design and a front disc brake. Husqvarna's 1986 four-strokes all have single-shock frames, a front disc brake, redesigned airbox and an all-new fuel tank/air scoop design.

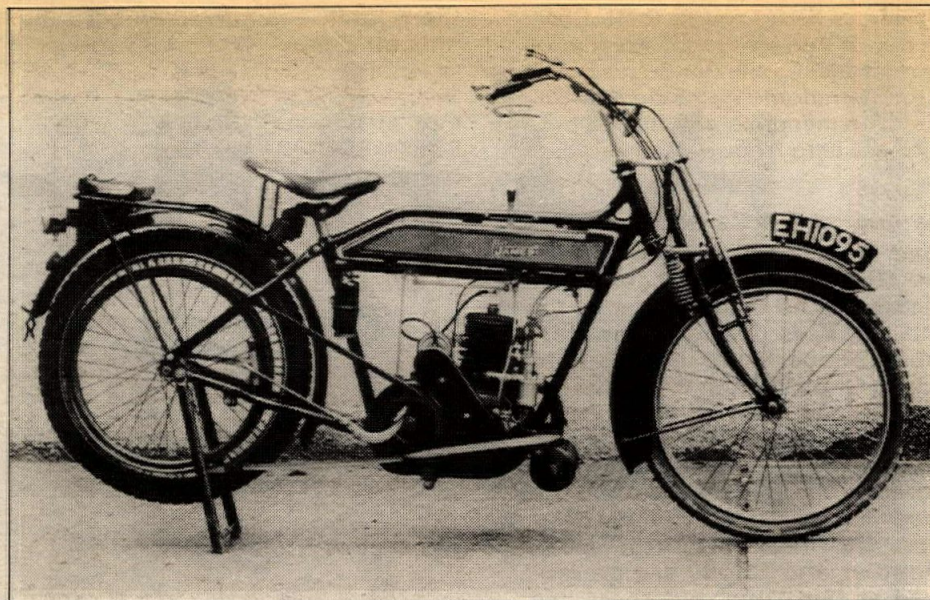


Wayne Gardner and Masaki Tokuno won the Suzuka Eight Hours on an HRC Honda after the Yamaha ridden by fast qualifier Kenny Roberts and Tadahiko Taira broke in the last half-hour of the race. Mike Baldwin and Dominique Sarron were second on another HRC Honda with Kevin Schwantz and Graeme Crosby third on a Yoshimura Suzuki. Roberts qualified at 2:19.96 ahead of Gardner's 2:20.80 and went from a poor start in 23rd up to second in the first hour; Roberts/Taira took the lead after 90 minutes and were a lap ahead of the field after seven hours, before going out with engine problems.

and Baldwin/Sarron finished on the same lap, with 195 laps; Schwantz/Crosby and fourth-place Takao Abe/Keiji Kinoshita (Hon) completed 192 laps. Over 230,000 spectators jammed the Suzuka Circuit for the race, run in hot, 90° weather. Ricky Orlando/Rueben McMurter did 145 laps for 40th overall; Johnny Bettencourt/Sam McDonald covered 30 laps for 57th overall; Roberts/Taira were credited with 17th overall for their 182 laps.

The Barstow to Vegas race has adopted a "Ride With Pride in '85" slogan for the November 30, 1985 District 37/AMA race.

Rick Lee, the 17-year-old son of Bell Helmets' President Terry Lee, is recuperating from multiple injuries



This 1915 225cc, 64x70mm two-stroke James recently sold for \$1475 at an auction at Southebys in London. The bike makes 2.25 horsepower and has a two-speed transmission and chain primary drive and belt final drive. Features include a magneto ignition, acetylene lighting system, girder forks, rigid frame and push starting. The machine is in good running condition.

sustained when he was hit by a drunk motorist while riding his motorcycle home. Lee, who had been in a coma and has undergone several surgeries, is now off the critical list and on the road to recovery at Long Beach Memorial Hospital. Cards and letters may be sent to the hospital Rehabilitation, Room 134A, 2801 Atlantic Avenue, Long Beach, California.

Beginning August 11, Suzuki-sponsored Motorcycle World with Larry Huffman will be heard at 10:00 p.m. on 50,000 watt XTRA-69 Gold, AM 690. According to Huffman, XTRA is one of the most powerful radio stations in North America with listeners in 11 western states and two Canadian provinces. Motorcycle World will continue to air on KTIM FM 100.0 in San Francisco and on KYLO FM 105.5 in Sacramento.

While the 883cc Evolution Sportster was an early-release 1986 model, Harley-Davidson is planning to introduce a bored-out 1100cc version of the machine at their annual dealer meeting on August 15. At presstime Harley-Davidson refused to make an official statement, but rumors are that the added displacement is due to a larger bore; stroke will be unchanged. Also possible are revised cylinder heads with larger valves. Where the 883 Sportster was intended as an entry-level Harley, the 1100 Sportster will likely be an upscale machine, with a passenger seat and dual disc brakes.

Harley-Davidson's Chief Executive Officer Vaughn Beals and Vice President of Styling William G. Davidson will leave Los Angeles on September 10 in a coast-to-coast ride to raise money for the Statue of Liberty/Ellis Island Foundation. All motorcyclists, regardless of the make or brand of motorcycle, are welcome to join in the cross-country trek to the Statue of Liberty. To contribute, riders must buy a Ride For Liberty commemorative kit with proceeds going toward the restoration of the statue; the kits will be available at Harley dealers in late August.

The schedule at the Goodtimes MX in San Antonio, Texas is in full swing with races running on the first, third and fifth Saturday nights in addition to the second and fourth

Sundays every month. The Goodtimes track has also added a new lighting system for night racing.

MotoWorld will air a one-hour special on August 1 at 10:30 p.m. on the USA Network. The show will feature a 30-minute segment on the recent Champion Spark Plug 200 at Laguna Seca in addition to an at home visit with three-time World Champion and Laguna Seca runner-up Kenny Roberts.

Only one motorcycle finished The Great American Race, an 11-day, 3,400-mile time/distance endurance rally for vintage machinery, which started in Los Angeles on June 24 and finished in the New York City on July 4. London, England's D.H. "Curly" Walter and his son Ross rode a 1930 Sunbeam in the event and were awarded the Spirit of the Event Screaming Eagle Trophy. Of the 94 starters, 83 made it to the finish line with the win and the \$100,000 first prize going to California's Jack Cas-san and Washington's Elliott Woodward who drove a 1914 Dodge.

A speed meet at Utah's Bonneville Salt Flats over the July 20-21 weekend saw Dan Kinsey and the Harley-Davidson powered S&S Tenacious streamliner crash at 261 mph. Kinsey, who was uninjured said, "We're definitely not happy about the crash, but we are happy with the liner's performance."

Jim Owen, 19, succumbed to injuries two days after his accident at the July 7 CRC Motocross at Perris Raceway. Cards and letters can be sent to the Owens at 831 Keith Street, Barstow, California 92311.

Georgia's Road Atlanta was purchased by Art and Al Leon of Dallas, Texas, on Friday, July 12, from Bill and Don Whittington, who had operated the racing facility since 1978. While the purchase price was not released, it is estimated the Texans paid \$2 million for the facility which features a 2.5 mile road race course.

Rumors regarding the traditional season opening events of the Camel Pro Series in the Houston Astrodome are floating around. One rumor has Pace Management, the annual short track and TT National promoter, cutting back next year to just a TT which would be combined with a

Supercross Series round the following day. It's no secret that attendance at the annual Camel Pro Series events in the Astrodome has dwindled, despite a tremendous amount of promotional help from R.J. Reynolds.

The August 3-4 Camel Pro Series Road Race Nationals at Lexington, Ohio's Mid-Ohio Sports Car Course will be the last chance for dirt trackers Doug Chandler, Bubba Shoberg and Ted Boody to pick up Grand National Championship points road racing. Point standings leader Chandler and Boody, who is third in points, both scored at the recent Laguna Seca Road Race National, while Shoberg did not compete. Both Chandler and Boody are pre-entered at Mid-Ohio, but there has been no decision yet by Honda as to whether or not Shoberg will compete there. The final road race of National of the season takes place at Minnesota's Brainerd International Raceway on September 1, but the Springfield Mile National runs on the same day.

The Huntington Sheraton Hotel in Pasadena, California is the official race headquarters for the August 17 Miller Supercross Finals to be held at the Rose Bowl. Those attending the Supercross can get a special discounted room rate of \$59 a night by mentioning the race. For reservations call 818/792-1266.

The 1986 Suzuki Quadracers will be on display at the August 17 Miller Supercross Finals at the Rose Bowl; this will be the first public showing of the 1986 models.

The California Best Pairs speedway event scheduled for August 6 at Ventura Raceway has been cancelled. The regular Tuesday night speedway program will be run in its place.

Team Obsolete's Dave Roper and Jeff "Marco Polo" Elghanayan will ride two Matchless G50s in an Australian National Vintage Motorcycle Meet at Mallala Motorsports Park near Adelaide, Australia on September 29. The pair will be hosted by the Australian Vintage Motorcycle Racing Group.

The Colorado Supercross that was mentioned in last week's calendar section as a half-mile is actually a Supercross. The race scheduled for August 10 will be held in Alamosa, Colorado; for more information call 303/589-9717.

Drag racers should note a new date and location for the IDBA American Nationals. The event, originally set for September 14-15, will now be held on September 21-22 at Atco, New Jersey's Atco Raceway.

Yamaha Motor Co. presented drag racer Jay Gleason with a new 1985 Yamaha V-Max as a birthday present on June 27 in appreciation of his efforts in promoting Yamaha motorcycles.

An unspecified number of extra officers from the California Highway Patrol, Palo Alto and the San Mateo County Sheriff's Department will try to end Skyline Boulevard's reputation as "a speeding motorcyclist's paradise," according to an article in the San Jose, California, Mercury News of July 19. From 1982 through 1984, 82 motorcycle accidents — four of

them fatal — occurred on a 25.5-mile stretch of Skyline Boulevard that begins at the intersection of Highway 92 in San Mateo County and ends at Highway 9 on the Santa Clara-Santa Cruz County border.

Rangers have lifted the temporary stage two fire closure in effect for California's Sequoia National Forest since July 4, re-opening area motorcycle trails in time for the August 4 Sequoia Summer Series II volunteer trail building and maintenance program. For information call 619/376-3781.

(Continued to page 9)

MOTORCYCLE INDUSTRY CHANGES

Left Lyle Sanda, Moto-X Fox support coordinator, after nearly 10 years with the company; Sanda's responsibilities were assumed by Greg Fox.

Sold Lancer Leathers, makers of motorcycle clothing, to Dan Melbourne; new address is 4611 North 12th St., Phoenix, AZ 85014, 602/937-1975.

Hired Mitch Boehm, 23, as Associate Editor of Motorcyclist magazine; Boehm graduated from the University of Utah with a major in English and is Expert-ranked in motocross, flat track and road racing.

Hired As Assistant Editor of Motocross Action magazine, Ken Stein, a long-time Cycle News correspondent.

THE NATIONAL PAPERS

By Roxy Rockwood

Most of the attention in FIM International road racing this season has centered around two topics. Who will win the 500cc title in the duel between Freddie Spencer and Eddie Lawson and will Spencer become the first to ever win both the 250 and 500cc titles the same season?

One record that Freddie cannot equal or top this year is the number of 500cc Grand Prix wins by Kenny Roberts. Kenny has a total of 23 500cc wins over a six-season span with his best single season being in 1983 when he won six and still lost the title to Spencer.

Fast Freddie is running well ahead of Kenny in the time span column and by the end of July had recorded 18 500cc victories in three seasons of racing "Over There."

Should Freddie win the final three this year he would still be two shy of Roberts' mark. He has won previous 500cc GPs at two of the three remaining courses but has yet to win his first British GP which is the first of the final three.

Somewhat overlooked is the assault on the 250cc record books that the Daytona triple winner is turning in this season. As of the end of July he had won seven of eight and placed second in the one he did not win! At present he has a win streak of six-in-a-row and could end the season as not only the 250cc World Champion but equaling the single-season win record of 10, which is jointly held by the late Mike Hailwood (1966) and the former two-time 250cc champ Tony Mang (1981). Hailwood last won for Honda back in 1967; five different brands have won the title since that time — but never Honda.

The records do not show it, but Spencer is also perhaps the first rider to ever enter and win the 250cc title the first year a rider has entered the class.

For the past several years the Americans have also not only won the title in the 500cc class but have swept the top positions. It remains now for popular Laguna Seca winner Randy Mamola to make a fast finish and take third place in the final standings. He was second in 1984. Spencer will turn 25-years of age after the season is over. In a single year he has won Superbike, Formula One, 250cc GP and 500cc GP events around the world.

No other rider has ever come close to winning four different types of road race events in the same season in addition to meeting and beating all of the best in each of the four types on a worldwide basis.

Before he is finished there may be only one record that will escape Spencer. Back in the late '60s and early '70s there were more 500cc GPs than there are now and the single-season win record of 11 is held by Giacomo Agostini. Currently the FIM sanctions an even dozen GPs over a season.

Is it possible that Freddie Spencer could someday win them all? With Freddie staying fast, anything is possible as he has proven time and time again.

Spencer, Lawson and Mamola have again won every major event in far away places this year with one exception and it took an act of God (rain) to beat them — and that's according to the eventual winner, Christian Sarron. Congratulations to all three Americans and to the gracious Frenchman, who had God on his side against the Yankees on one occasion.

ee WRITER

By Chuck Clayton

Laguna Ticks!

Laguna Seca Raceway is operated by a sports car club, yet its biggest attraction is the annual motorcycle race. It is the prime western gathering, or "Speed Weekend," comparable to Daytona's Motorcycle Week.

Laguna is the only place I know of where they let spectators ride laps on the course between road races. This has become a tradition at Laguna, and no doubt sells a lot of tickets. To follow the racing line at parade speed helps the fans better understand what it might feel like at war speed.

It is also the weekend of the last surviving "economy derby" in the known world. Craig Vetter has stuck

to his dream of fuel-efficient motorcycles. Entries waned in this year of gasoline glut, but they were more efficient looking, better made. The chance to parade your creation in front of this crowd makes you work better.

Here, too, was the unofficial gathering of the west's Trike Roadster Club. A lot has happened in the high-tech trike world since last year. Trihawks were back, but Badsey's Fun Machine failed to make its debut. The little Fire Arrow kit is still in production. They say they have delivered about 20 kits this year with no advertising and very little publicity.

Laguna was also the western meeting for The Sons of Danger informal motorcycle race promoter's club, headed by Don Brymer. He was greeted by Leo Potvin, brought here at great expense to peddle newspapers to the crowd. They said that at Laguna the crowd burned 14 cars (brought for that purpose) and "bashed" half a dozen bikes for between-race entertainment.

Next year Laguna Seca will celebrate the 100th birthday of the Trike, invented by Karl Benz. This year we celebrated the century of the invention of the motorcycle by Gottlieb Daimler. Young men with bullets in the eyes are racing these marvellous toys and giving high moments of joy to us onlookers. Laguna Seca is a fine place to celebrate a century of speed.

RISK

By John Ulrich

Elitism in print

The latest pronouncement to come out of Westlake Village, home of Cycle magazine, is that the motorcycle manufacturers lie in their statements of horsepower. Cycle magazine has always been one to declare How It Should Be, specializing in issuing Declarations of Supreme Truth, and they've done it again.

Their recent print concerning manufacturers' claimed horsepower versus the horsepower they get on the Kerker chassis dyno is not fair. No two dynos read the same; there's no government agency that certifies dynos; there's no international dyno standard; and last I heard God had not declared the Kerker dyno The Supreme Horsepower Measure. The Kerker dyno measures horsepower delivered to the rear wheel; the figures obtained by a bike on the Kerker dyno are valid only for comparison with figures obtained by other bikes on the Kerker dyno. The manufacturers use engine dynos, not chassis dynos, calculate horsepower back to the crankshaft (before it is diluted by frictional driveline losses), and measure in ps horsepower, not brake horsepower (ps x 0.9863 equals bhp). The figures the manufacturers obtain are used on statements of origin required to import vehicles into the U.S., as well as in advertising copy.

Encouraging the idea that Yamaha, for example, lies by claiming that the V-Max makes 145 horsepower when Cycle says it makes 118 horsepower is like Cycle magazine declaring that the One True Measuring System is Whitworth and that the metric system is therefore based on lies.

Cycle magazine has no exclusive on truth, and this time they're not even close.

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Sharon Clayton, Publisher
Mike Klinger, Comptroller
Skip Johnson, Associate Publisher/
National Sales Manager
Caroline Gendry, Executive Secretary to
the Publisher

Editorial

John Ulrich, Editor
Kit Palmer, Associate Editor
Matt Hilgenberg, Associate Editor
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Advertising

Terry Pratt, Sales Manager
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Nancy Wastell, Advertising/Editorial
Assistant

Graphics and Production

Ginger DeVaul, Graphic Artist
Malcolm Wilson, Graphic Artist
Marion Hatahita, Typesetter
Carolyn Branham, Typesetter
Dennis Greene, Lab. Tech.

Accounting/Data Processing

Donna Bryan, Accounts Receivable
Coordinator
Geneva Repass, Assistant
Fran Hamwey, Credit

Circulation

Rheba Smith, Manager
Sarah Taylor, Assistant
Lyna Hood, Assistant
Rebecca Braak, Assistant
Alma Anguiano, Assistant

Dealer Sales and Service

Bob Elliott, Dealer Sales Manager

Want Ads

Candy Hand, Want Ad Sales

Service and Support

Chris Aitcheson, Receptionist
Gregory Hanson, S&S

West

2201 Cherry Ave., Long Beach, CA
90806, P.O. Box 498, Long Beach, CA
90801-0498
(213) 427-7433; L.A. Line 636-8844.

East

4190 First Ave., Tucker, GA, 30084.
P.O. Box 805, Tucker, GA 30085-0805.
(404) 934-7850.

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ON THE FRONT PAGE: Great. We get all set with a front-page photo and interview with Camel Pro Series points leader Doug Chandler, and what happens? He loses the points lead the day before we go to press. At least he's still second in points. Photo by Gary Van Voorhis.

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voices

Congressman Dreier on CPSC

Thank you for contacting me concerning the proposed ban and recall of ATVs. You will be pleased to know that I am against this proposal. However, I am in favor of rider training and education programs.

At this time it remains unclear what specific action may be taken by Congress regarding the all terrain vehicle issue, but it is certain that Congress will expect more study and documentation from the Consumer Product Safety Commission before any regulations are drawn up. As a part of that further study, the CPSC is conducting a series of public meetings to hear from ATV users. I look forward to seeing the results of these studies.

Again, thank you for contacting me. If I can be of any further assistance in the future, please feel free to contact me.

DAVID DREIER
Member of Congress
Washington, DC

Congressman Dreier sent this letter in reply to two constituents who complained about CPSC Commissioner Stuart Statler's public calls for a ban and recall of ATVs prior to the start of a CPSC investigation of ATV safety, and despite existing CPSC engineering staff memos stating that the basic design of ATVs is not defective . . . Editor.

Against AMA/BLM cooperation

In a letter dated June 6 Rick Hammel, AMA District 37's BLM Coordinator and Legislative Officer submitted a "Report of the Legal Defense Task Force" to the District.

In his report, Hammel reviews current BLM regulations which include current Green Stickers and functioning spark arrestors (even at desert races). It seems that the BLM is broke and needs more of our tax dollars from the sale of Green Stickers "to do many of the functions that pertain to ORV activity."

Hammel recommends that we show

our approval of a proposed new regulation requiring a statement on all entry forms that entrants have current Green Stickers and a spark arrestor . . . and that the sponsoring club check all finishers for compliance and disqualify violators and/or cause them to be cited.

In other words, the BLM has issued so many regulations that they can't enforce them all. They want you and I to be their enforcers. And Rick Hammel is encouraging us to obediently cooperate!

It is my opinion that Mr. Hammel has lost touch with the 'common folk' and is eagerly embracing Big Brother's directives in order to avoid controversy. This is NOT the attitude District 37 needs in their BLM Coordinator, for it will inevitably lead to total government control over the enjoyment of our own public lands.

If government regulations seem unreasonable and improper, the solution is not to run out looking for fellow citizens in violation! We should work to change the regulation. Start now by letting your District 37 President know your views on this vital issue. He is Joe Bilotta, 2320 Temescal, Norco, CA 91760. Also send copies to Mr. Rick Hammel, 25787 Tournament Road, Valencia, CA 91356 and to Voices, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801.

You might also want to discuss this at your next club meeting. Take a stand!

STEVE HOLLISTER
AMA #033
Irvine, CA

For AMA/BLM Cooperation

I received a copy of a letter written by Mr. Steve Hollister this afternoon regarding District 37's interface with the BLM's state law compliance policy. I hope that this reaches you in time to print concurrently with Mr. Hollister's. Let me make the readers aware of the facts as they actually are. The BLM receives funds for ORV projects from the California State Off Highway Vehicle Fund. These funds are in excess of \$2 million per year.

The OHV Commission has told the Federal agencies that they will enforce all state laws pertaining to OHVs or lose their grants. The Vehicle Code clearly states that OHV registration and silencers must be on all OHVs. The maximum sound level is 86dba at 50 feet or 101dba at 20 inches (+/- 3dba). The spark arrestor regulation is in the California Resources Code. It states that a spark arrestor must be in working order on "any forest-covered land, brush-covered land, or grass-covered land." These are the laws. They have been in place for many years. The state is now requiring they be enforced.

The BLM came to D-37's Legal Defense Committee in May and told us that the laws are going to be enforced. They stated that we could do this voluntarily or they would have to use the law enforcement rangers to ensure compliance. We, as a committee, chose to comply. Our Board of Directors concurred.

The reasons for our choice are as follows:

1. If the rangers cite, they will cite for all violations. Failure to have green stickie, silencer under 105dba, and no spark arrestor could cost as high as \$300. We did not wish to put our riders under that kind of jeopardy. We feel that the \$90 for a silencer spark arrestor plus the \$15 for registration is more than we should have to spend.

2. If we do not comply the BLM has the option of stopping an event. They can cancel permits. They can make life pure hell for us. We discussed court action. We conferred with our law firm and the answer was to comply.

Riders like Mr. Hollister must realize that we no longer can do as we wish in the desert or the forest. Mr. Hollister suggests that the regulations be changed. That would take literally an act of the Legislature or Congress. The chances for this are less than none. What legislator are you going to convince to repeal laws on registration, excessive noise protection or fire protection? If you find one, we have some wilderness issues we would like to discuss.

RICK HAMMEL
AMA D-37 BLM Coordinator
Valencia, CA

Mallet no good

Being a faithful subscriber for over 10 years, I have never read a story so long that said so little like D.D. Mallet's piece on the McQueen auction (Cycle News, July 10). What could have been interesting as an article was so badly written it became painful to read.

In the future, leave that kind of inferior journalism to Dirt Bike, which excels and specializes in it. Keep Cycle News the outstanding leader in the field that it has always been.

ROBERT L. GABBERT
Vacaville, CA

Stroh's sponsorship

Kenny Roberts has indeed entered the September 1 Springfield Mile. Please note this is the Springfield Stroh Mile and a part of the Camel Pro series. Likewise, the U.S.A. Cable Network's Circle of Sports show in fact is the Stroh Circle of Sports, totally sponsored and produced by Stroh's. It is not only available on the U.S.A. Cable Network but is, in fact, syndicated to over 60% of the country on regular television simultaneously. It is Stroh's interest in motorcycling

(Continued to page 19)

TEN YEARS AGO

Belgian motocross star **Roger DeCoster** used a pair of convincing victories in the West German 500cc Grand Prix of Motocross to regain the World Championship title he lost in 1974 to **Heikki Mikkola**. DeCoster was able to win the second moto in spite of a flat front tire; the overall win gave him an insurmountable lead in the point standings — with three races still remaining in the series. After this race, Mikkola was second in the point standings, and **Gerrit Wolsink** was just 19 points behind Mikkola in third. American rider **Brad Lackey** was tied for fifth place with Belgian **Jaak Van Velthoven**.

Kenny Roberts cracked a rear sprocket while leading the 20th lap of the 25-lap Ascot National TT race, turning the battle for the lead over to Harley-mounted **Gary Scott** and **John Gennai** (Tri). On the same lap that Roberts retired, Scott made his move on Gennai and led the field to the checkered flag. Far back in the pack was **Mert Lawwill** in eighth place, with **Gene Romero** right on his tail for ninth.

Corky Keener was somehow overlooked by timing officials in the time trials for the annual Gardena Gold Cup, but after much argument with track officials was allowed to enter his heat race. Keener proved his point during that heat, posting the second fastest time of the night. In the Expert final, **Alex Jorgensen** challenged Keener until his Norton expired with mechanical trouble; Keener went on to take first place, followed by **Jay Springsteen** and **John Hatley**.

Suzuki's **Tony DiStefano** put together a 2-1 score to win the 250cc class at the Delta Inter-AMA in Delta, Ohio, topping **Steve Stackable** with a 3-2, and **Jimmy Weinert** with a 1-4 finish. **Marty Smith** demolished both motos in the 125cc National, winning both times by a comfortable six-second margin. **Tim Hart** claimed second place in both motos for second overall, and **Tommy Croft** placed third.

For the first time, in 1974 dirt-bike and race bike sales outstripped the sales of street-legal motorcycles, capturing 55% of the U.S. market.

Danny LaPorte turned in a perfect 1-1 score to clinch the 125cc Pros at the CMC MX at Carlsbad, California. LaPorte fought off a serious second-moto challenge from Yamaha-mounted **Broc Glover**, but Glover's bid fell short, and he eventually fell to third place behind **John Tessitore**. The "Bultaco Bullet" **Jeff Jennings** cleaned both motos of the 250cc Pros — both times with a comfortable half-lap lead. **Jeff Borden** rode his Maico to second place, and **Terry Turner** placed third aboard his Yamaha.

RESOURCEFUL DUNLOP RIDER FINDS SECRET TO WINNING AT LAGUNA SECA:

MICHELIN.

All kinds of things happened at Laguna Seca.

Randy Mamola on Michelin radials beat Kenny Roberts on Dunlop radials in the Formula One race.

The day before, Jimmy Adamo on his Cagiva twin, riding on Michelin tires, led the Battle of the Twins from start to finish.

But the most unusual story was that of John Ashmead.

John is supported by Dunlop, but he is obviously an independent thinker.

Because when he discovered during practice that Michelin gave him faster times, he politely asked us if we could outfit him with our tires. And we agreed.

The rest is history. John won his first National Superbike race.

So, is there a connection between winning and Michelin?

The best riders in the world think so.



MICHELIN. BECAUSE SO MUCH IS RIDING ON YOUR TIRES.

HI-SPORT TF11(FRONT)/ TG22(REAR)

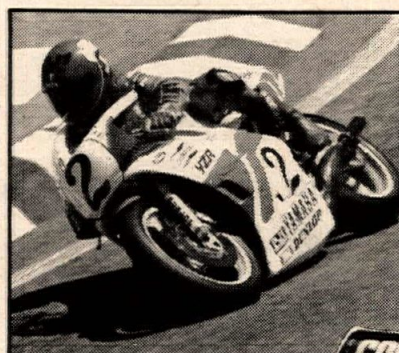


PJ1 OIL Pit Board

KING KENNY SETS RECORD WITH PJ1

Kenny Roberts uses PJ1 oil to break his own Laguna Seca track record and set a new mark at 1:06.488 with an average speed of 102.876 mph.

Special thanks to crew chief Kel Carruthers



Ask for PJ1, the exact hi-performance blend of oils and lubricants that factory race teams use on their winning race bikes.





Johnny O'Mara won both 250cc motos, while Jeff Ward (2) finished second despite having a sore shoulder and transmission problems. Ward, however, still maintains the points lead by 28 over Rick Johnson.

AMA National MX Championship Series: Round 8

Broome-Tioga sweep seals title for Glover

By Tom Kolnowski

CENTER LISLE, NY, JULY 28

Yamaha's Broc Glover came, conquered and left the Suzuki/Coca Cola National Motocross held on the hills of Broome-Tioga Sports Center with his third 500cc National

Championship securely tucked away. While two rounds remain in the 1985 series, Glover's fifth and sixth consecutive moto wins

carried him to a mathematically untouchable 115-point lead in the series point chase over defending 500cc National Champion David Bailey, who was forced to sit out the race due

PHOTOS BY THOM VEETY, RICHARD DELIBERTIS AND TOM KOLNOWSKI



Ron Lechien continues to dominate the 125cc class by winning both motos and is close to wrapping up his first-ever National Championship.

to a wrist injury. Clinching the title has made Glover a six-time National Champion — he also has three 125cc titles to his credit.

In the absence of Honda's Bailey, who injured his left wrist at the Buchanan (Michigan) National, Kawasaki-mounted privateer Alan King turned in a 2-2 score to earn second overall on the day in the 500cc class, while Yamaha Support rider Eric Eaton placed third overall via a 6-3 score. Eaton is ranked third in the point chase, 31 points behind Bailey.

Honda's Ron Lechien won his seventh and eighth straight motos in the 125cc division and moved one step closer to his first National Championship. Suzuki factory riders George Holland, Erik Kehoe and A.J. Whiting finished second, third and fourth overall, respectively, while Honda Support rider Larry Brooks placed fifth. Lechien has pulled out to an even more commanding series point lead — 63 points — over Kehoe. Lechien has 367 points to the 304 of Kehoe and the 286 of Holland.

On the heels of his win at the United States Grand Prix at Unadilla, Honda's Johnny O'Mara put his first National win of the season in the record books by topping the series point leader, Kawasaki's Jeff Ward, in both motos. Ward takes a 28-point lead over defending National Champion Rick Johnson (367 to 339) to the next race in Minnesota, with O'Mara third at 336 points. Yamaha's Johnson finished third overall by posting a 3-3 score, while Honda's Bob Hannah and Yamaha Support rider Danny Storbeck rounded out the top five overall.

500cc

In only his second race after healing "pretty well" from a broken left wrist, Alan King led the start of the first moto of the afternoon, while Savage Racing's Jo Jo Keller, Yamaha Support rider Tim Coombs, Broc Glover and Spectro-sponsored Honda rider Don Dunfee scrambled behind him. By the end of the fourth lap, King was five seconds clear of the

battle over second — between Keller and Glover. Near the tail end of the pack were Yamaha Support's Mark Murphy and Honda Support's Mike Fisher, victims of a pileup just after the start.

Glover carved inside and ahead of Keller on the fifth lap, then began to close on King. "I really wasn't putting out a 100% effort," said Glover, "and was just riding as comfortable as I felt I needed to. My suspension wasn't set up as well as it should've been; it was way too soft. All I wanted to do was win the moto."

Just before the start of lap six, Glover pulled up to the tail of King and motored past, but King countered with all the right moves; the pair swapped the lead twice through lap nine, then Glover was free. "I was hoping to win it," said King, "and after Broc passed me the last time he missed a shift going over a jump; it looked like he was going to go down and I would win it the easy way. He stayed up."

Keller was settled into a lone third by lap seven, with Yamaha Support rider Scott Manning running fourth ahead of S&S Sprockets' Todd Harrell, Eric Eaton, Coombs, Dunfee, Kawasaki's Billy Liles and Fisher.

While King kept the pressure on and Glover never got more than four seconds ahead, at the finish on lap 14 it was Glover the winner by three seconds. Keller came in with the third he had held since lap five, with Manning, Harrell, Eaton, Coombs, Dunfee, Fisher and David McClain following him. Liles stalled on lap 10 after his bike "wouldn't run clean and I had to pull the clutch in and rev it to clean it out." He finished 16th.

"I wasn't happy with the way I rode," said Glover, "so I wanted to get the lead in the second moto to get the feeling that I rode well." And that's what he did; as the gate dropped, Glover broke free from the throng almost immediately in a moto where he would clinch the championship. At the end of the first lap, there was a four-second gap between Glover and second-place Dunfee, while Keller,

Liles, Coombs and Eaton trailed. King was well out of the top 10.

After six laps, Glover began to pick up his pace. "They watered the track pretty heavily before both motos, so to play it safe I waited until about halfway to really put on a charge." Over 20 seconds behind him was Liles, who had inherited second after Keller had bailed in a slippery corner and dropped well back. Dunfee, Eaton and Coombs were running together in a tussle over third, well clear of Andrews Honda-backed Dave Hand, Murphy and King.

"I had a long way to go," said King, "and I was steadily picking 'em off." By lap 11, King was at the threshold of what had become a Liles/Eaton dice over second, and on the final lap King "managed to squeeze by into second." Glover's charge carried him to a 58-second win over King, with Eaton third over Liles, Dunfee and Coombs.

"I've read where Bailey's basically said I'm a lot stronger this year," said Glover as he signed autograph after autograph for eager fans, "and I am. I'm also more determined. Last year (where he finished runner-up to Bailey in the 500cc standings) I was caught a little off guard. When you start the year, you're after the championship, and this makes me feel pretty good. Winning one on a production bike shows our bikes are very competitive, and that makes me feel pretty good. And of course, there are the lucrative monetary rewards."

125cc

George Holland led the pack through the first uphill on the start of moto one, with Suzuki teammate Erik Kehoe, Kawasaki's Mark Barnett, Yamaha's Keith Bowen and Ron Lechien shuffling for positions behind. "I sort of backed off a bit on the start," said Lechien, "just like I've done in most of the other races this year. I don't want someone to try and take me out."

After two complete circuits, Barnett was still closely stalking leader Holland, but Lechien was following his game plan of "starting slowly then picking it up." By lap four, Lechien was around Barnett and Bowen and rapidly closing on Holland.

"My arms began to pump up," said Holland, "and I couldn't charge the way I needed to. Lechien managed to get by (on lap five)." Behind the front pair were Barnett, Kehoe, Moto-X Fox-supported Rick Ryan, Kawasaki Team Green's Mike Jones and Eddie Warren, and Scott USA's Keith Turpin. Bowen was a full lap down: "The bike was running rough from the start. I thought it was something in the ignition, but I pulled off and Ron (Heben) just changed the spark plug. That fixed it."

Lechien lengthened his lead on lap nine to eight seconds, but Holland began to chip away at it. Barnett was still third over Kehoe, with Jones fifth ahead of Ryan, Jones, Warren, Larry Brooks and A.J. Whiting. Whiting then made easy work of the riders immediately ahead of him; by lap 12 he was all the way up to fourth, just behind Kehoe.

Lechien came in for his fifth straight moto win in the class, just over five seconds before Holland. Third was literally decided at the finish line; Kehoe had put Barnett away on lap 13 for third, but Whiting was still on the move. "We came into the last turn and there was a lapped rider right here," said Kehoe. "I waited a split second for the rider to get out of the way, and A.J. took a dive on the outside. I just took the wrong line; A.J. and I were side-by-side across the finish line." The decision for third went

to Whiting over Kehoe, with Barnett fifth over Jones, Brooks, Ryan, Warren and Turpin.

Kehoe and Holland were at the head of the pack at the drop of the gate in moto two, with Jones, Warren, Lechien, Barnett, Whiting and Brooks lined up behind them. After two laps, the stage was set for a three-way confrontation at the front which would rage for much of the race. "I was riding my own race for the first few laps," said Kehoe, "but I could feel Holland and Lechien right back there. We all had the same pace going."

Holland lost second to Lechien on lap five. "Lechien just held it on down that long downhill," said Holland, "and got by me at the bottom." That made the order Kehoe, Lechien and Holland, with less than a second separating the trio.

"I was in behind Erik, but I was fighting the bike in the corners," said Lechien. "He was riding well, and the harder I pushed the more problems I had. And I knew Holland was right on my tail — looking for a moto win."

After repeatedly-thwarted attempts, Lechien pressed past leader Kehoe on lap eight, and on lap nine the lead trio was broken up. "I hit a rock partially buried in a rut," said Kehoe, "and went down. George went past, and I finally got my concentration back." Whiting was up to third by this time, with Warren fifth over Brooks, Bowen, Jones and Malcolm Smith's Guy Cooper.

"I was feeling much better this time," said Holland, "and pushed it hard all the way. I think Lechien backed off a bit toward the end; I was only about two bikelengths behind him at the finish (on lap 14)." Behind winner Lechien and Holland came Kehoe, Whiting, Bowen and Warren.

"I had a problem with what I thought was the front end in the first moto," said Lechien, "so we changed things a bit; it only made it worse. I just barely hung in there for the win."

Barnett carded a DNF after severely twisting his right knee which he had injured earlier in the season.

250cc

While Rick Johnson had the initial lead at the beginning of the first moto, after the first full lap the order read Johnny O'Mara, Jeff Ward, Johnson, Yamaha Support's Jim Holley and Danny Storbeck, and M-Star rider Rick Pinney. "I held it on a bit longer than Johnson and came out with the lead just after the start," said O'Mara. "I felt I had to get an advantage early due to all of the rocks out there. I held it open for a few laps then settled into a comfortable pace."

After five laps, O'Mara had pulled out to a seven-second cushion, with Ward still third over Johnson, Storbeck, Holley, Pinney, Bob Hannah and Yamaha rider Steve Burdette. "I was still hurting from the crash I took at Unadilla," said Ward, "and I wasn't able to make use of my left shoulder. But I didn't give up and started to close in some; then I started missing shifts."

On lap nine, O'Mara's lead had been trimmed to six seconds by Ward, with Johnson another 20 seconds back in third over Storbeck, Hannah, Holley, Burdette and Kawasaki's Goat Breker. "I was having mechanical problems," said Johnson. "My front fork locked in the compressed position and I crashed hard, which only made things worse since I bailed off hard in practice yesterday and was real stiff. That was that; I just hung on in third."

At the finish, it was O'Mara the winner by over 30 seconds, with Ward second ahead of Johnson, Hannah, Storbeck, Holley, Breker and Burdette. Johnson, Ward and O'Mara headed



Broc Glover clinched his sixth-career National Championship after winning both 500cc motos. Here he is chased by privateer Alan King.

the start of the second moto, with Ward breaking away to a clean lead after just a half lap. Johnson was bumped to second ahead of O'Mara, Breker, Myerscough Racing's Brian Myerscough, Hannah, Holley and Montgomeryville (Pennsylvania) Cycle's Mickey Kessler.

As the race entered lap four, Ward had a five-second lead over the Johnson/O'Mara battle. "I finally managed to get by Johnson," said O'Mara, "but Ward had already gotten away quite a bit."

"I was still having a problem with my front fork," said Johnson, "and it was tending to stick in the compressed position."

Ward maintained his five-second cushion over O'Mara until lap seven, when he began to have problems. "I was pulling away pretty well," said Ward, "then the transmission started to go straight from second to fourth."

The order on lap 11 read Ward over O'Mara by a slim one second, with Johnson, Hannah, Myerscough, Storbeck, Holley and Kessler strung out behind. Breker had dropped out of contention. "I went off the track," said Breker, "then crashed and came out of it with a broken handlebar clamp. The bars twisted in the clamps, so I was pretty much out of it."

Ward's transmission problem got worse toward the end. "After a while, the transmission wouldn't shift above second, so I was stuck with using first and second."

On lap 13, one lap from the finish, O'Mara cruised past a slowing Ward on a long uphill. "I had started to pick my pace up," said O'Mara, "and I knew Jeff was having trouble missing gears. I just kept pressing him, and it paid off in the end."

O'Mara came in for the win over Ward by 20 seconds, with Johnson far off the pace for third over Hannah, Myerscough, Storbeck, Holley

and Hannah Racing Products' Jeff Hicks.

"I've won a few motos this year," said O'Mara, "but never have been able to pull off an overall win. I'm feeling really good."

"At one point the transmission jammed completely," said Ward, "and I kept kicking it and it finally jumped into second. I left it there until the end. But it's not a total loss; I still have a 28-point lead in the series. •

Results

500cc: 1. Broc Glover (Yam) 1-1; 2. Alan King (Kaw) 2-2; 3. Eric Eaton (Yam); 6-3; 4. Ron Dunfee (Hon) 8-5; 5. Tim Coombs (Yam) 7-6; 6. Scott Manning (Yam) 4-10; 7. Jo Jo Keller (Hon) 3-12; 8. Mike Fisher (Hon) 9-8; 9. Billy Liles (Kaw) 16-4; 10. Dave Hand (Hon) 12-9; 11. Todd Harrell (Hon) 5-16; 12. Mark Murphy (Yam) 18-7; 13. Kevin Foley (Yam) 14-11; 14. Terry Hobbs (Hon) 15-14; 15. David McClain (Hon) 10-22; 16. Andy Stacy (Hus) 11-DNF; 17. Leo Fauteux (Hon) 22-13; 18. Kurt McMullen (Hon) 13-22; 19. Phil Carlin (KTM) 23-15; 20. Dag Boyesen (Kaw) 17-19.

500cc POINT STANDINGS: 1. Broc Glover (379); 2. David Bailey (264); 3. Eric Eaton (233); 4. Jo Jo Keller (184); 5. Scott Manning (173); 6. Billy Liles (170); 7. Mike Fisher (166); 8. Mark Murphy (162); 9. Ron Dunfee (161); 10. Kevin Foley (160).

125cc: 1. Ron Lechien (Hon) 1-1; 2. George Holland (Suz) 2-2; 3. Erik Kehoe (Suz) 4-3; 4. A.J. Whiting (Suz) 3-4; 5. Larry Brooks (Hon) 7-7; 6. Eddie Warren (Kaw) 9-6; 7. Mike Jones (Kaw) 6-9; 8. Guy Cooper (Hon) 12-9; 9. Keith Turpin (Hon) 10-11; 10. Rick Ryan (Kaw) 8-14; 11. Tom Rice (Kaw) 13-12; 12. Keith Bowen (Yam) 23-5; 13. Mark McLaren (Kaw) 11-15; 14. Mark Barnett (Kaw) 5-DNF; 15. Doug Dubach (Kaw) 17-13; 16. Mike Beier (Yam) 24-10; 17. Paul Austin (Kaw) 15-19; 18. Bobby Moore (Suz) 14-31; 19. Eddie Hicks (Yam) 38-16; 20. Jeff Frisz (Hon) 16-21.

125cc POINT STANDINGS: 1. Ron Lechien (367); 2. Erik Kehoe (304); 3. George Holland (286); 4. Keith Bowen (208); 5. (TIE) Rick Ryan/A.J. Whiting (206); 7. Eddie Warren (191); 8. (TIE) Mark Barnett/Guy Cooper (183); 10. Larry Brooks (166).

250cc: 1. Johnny O'Mara (Hon) 1-1; 2. Jeff Ward (Kaw) 2-2; 3. Rick Johnson (Yam) 3-3; 4. Bob Hannah (Hon) 4-4; 5. Danny Storbeck (Yam) 5-6; 6. Jim Holley (Yam) 6-7; 7. Brian Myerscough (Suz) 9-5; 8. Steve Burdette (Yam) 8-9; 9. Jeff Hicks (Hon) 11-8; 10. Scooter Stafford (Yam) 13-10; 11. Mickey Kessler (Hon) 10-14; 12. Tom Carson (Hon) 14-12; 13. John Shoy (Yam) 16-11; 14. Tony Duboski (Hon) 15-13; 15. Goat Breker (Kaw) 7-34; 16. Terry Fowler (Hon) 12-DNF; 17. Scott Pinney (Hon) 22-15; 18. Marc Saffred (Yam) 24-16; 19. Jerry Sales (Hon) 21-17; 20. Chris Fischer (Yam) 17-23.

250cc POINT STANDINGS: 1. Jeff Ward (367); 2. Rick Johnson (339); 3. Johnny O'Mara (336); 4. Bob Hannah (292); 5. Jim Holley (214); 6. Brian Myerscough (210); 7. Jeff Hicks (198); 8. Danny Storbeck (177); 9. Steve Burdette (148); 10. Scott Burnworth (147).



Trials National Champion Scott Head cleans one of the many rocky sections during the El Trial De Espana, which he won.

16th Annual El Trial De España

Another win for Head

By Tim Walker

BIG BEAR, CA, JULY 21

Current National Champ Scott Head added a second American Trials Association El Trial De Espana win to his already-long list of accomplishments; his first ETDE win came

in 1980. Second and third place were also taken by nationally-ranked riders. Kipp Webb, currently ranked seventh in the nation, finished 19 points behind Head, while TMI (Fantic importer)-sponsored Dave Pyle finished third, nine points behind Webb. Pyle recently moved to California from Tennessee and is currently eighth in the nation.

Head recently returned from two World Championship rounds in Europe and had few complaints and lots

of praise for the 16th annual event. "Cactus Flats (where the event was held) is a great area and is one reason I came down because it's a lot nicer than past locations.

"The morning sections were great and the exhibition was good if all you wanted was threes and fives. I'll be back again next year if it's held in the summer."

Regularly held in December, the El Trial De Espana ran in Cactus Flats area near Big Bear, California. This time of year reduces the chance that the event might get rained out. A typ-

PHOTOS BY TIM WALKER



David Pyle (Fan) finished third behind Head and Kip Webb.

ical summer rain storm Saturday worried event organizer, Matt Pritchard, but Sunday was clear and warm in the morning with a few non-threatening clouds in the afternoon.

The Experts ran two loops in the morning, the first one having seven sections and the second having 19. Head started out with a seven-point loss and four cleans. Head's only five of the morning was at section 19. Pyle was second, nine behind with Webb one more than Pyle. Pyle, Webb and Pritchard were the only other riders to score cleans on the first lap.

Cleaning 14 of the 19 sections on the second loop, Head had a total of 13/19 going into the afternoon exhibition. Webb moved into second with a 11/10 for a total of 28/11. Dropping to third was Pyle with a 21/11, finishing the morning with 37/12. The next two positions were filled by two of the top ATA riders. Dave Webster carded a 40/8 for the morning, while Pritchard scored 54/8.

The exhibition consisted of five World Championship-level sections. Pritchard and Pyle, both having competed in Europe, did the setup and afterwards Pritchard stated "maybe we made it a little too hard." That was an understatement. Of the eight who attempted, only five riders made it through at least one section — no cleans, no ones. Head scored two twos, one at section one, the other at number four. Being on the tough side, there was only one loop in the afternoon.

All of the sections were located on a steep hillside loaded with huge boulders and granite slabs. Sections one and two were the easiest of the five. Three was the only one nobody was able to get through. Head made it through the hardest part but rode off his intended line and ran into some cactus giving him a quick five. Even after a five, riders received applause from the spectators clinging to the rocks.

The final standings for the afternoon had Head with 17 to clinch the win. Webb, Pyle and Webster each scored 21 and finished overall in the same order. Pritchard tried all of his sections but failed to get through any of them to place fifth. Tony Leduc from northern California was the only other rider to get through one of the sections to finish sixth.

A two-way battle developed in the Amateur class. Amateurs rode 2½ loops for a total of 29 sections, and most of the sections were tricky with lots of tight turns. Jody Richison edged Billy Hunter by one point. It was a close duel all day between the two; one would make a mistake then come back and put in a couple of good rides and so on. Rick Spruell stayed close to the leaders awaiting a chance that never came. In the end, Spruell's 52/16 was good for third, seven marks behind Hunter. Richison had the most cleans of the class with 17. First-time Amateur, Kaz Okuda, finished four points ahead of Bruce Davis for fourth.

In his second event ever, Big Bear resident Tom Hamann piloted a 1974 TY175 to win in the Novice division. Haman scored the most cleans with 21, but his winning margin was by only two points. Tying for second with 39 marks each were Allen Anderson and Tom Engelhardt. Anderson came away with second by having two more cleans than Engelhardt. Brad McClellan topped Walt Robles by five for fourth.

Jon Maeda and Jay East each carded 13 cleans in the Beginners. Maeda took home his first win by one point, 27 to 26. One point also decided third between Ken Warner and Jim Warner. Third place went to Warner with 38 points.

Gary Conrad easily won the Senior Amateurs. Conrad's 57/8 was 12 more than second place Art Webster. Jack Heminway finished five dabs behind Webster.

Bob Thorton thumped his way to the Senior Novice win on his Honda. Two points behind Thorton was Mick Vanaman, dropping 45 marks for second. The point spread for the next three positions were quite big. Duane Stone was 18 in front of Bob Grove, who was 24 ahead of fifth place Al Moss.

Bob Overton, mounted on a Scott Head hand-me-down Beta, ran away with the Senior Beginner win. Seventeen points behind was Bultaco rider Jim Brodeske. Bob Soltys filled out the top three with a 54/8 score.

Mark Kariya defeated Karel Kramer by 11 in the Press class. Both had three cleans while riding the Novice sections. David Edwards dropped 85 points, 12 behind Kramer.

After the trial, a raffle was held with the proceeds going to the top Expert at the end of the year. The funds will send him to Europe to bring back the skills the world's best have. Webster, Pritchard and Robertson are in a tight battle for the top honors.

Donations included products from JT Racing, Malcolm Smith, Gear, PJ-1, Baja Products, Griffin, O'Neal, Hyper Products, Scott, Wolfe, Budweiser and Bay Area Cycle Centre. Top prize was a Hitachi VCR which was won by Don Littell.

Results

EX: 1. Scott Head (Beta) 30/18; 2. Kip Webb (Beta) 49/11; 3. Dave Pyle (Fan) 58/12; 4. Dave Webster (Yam) 61/8; 5. Matt Pritchard (Yam) 79/8; 6. Tony Leduc (Yam) 84/5; 7. Oli Thordarson (Yam) 93/6; 8. Mark Oldar (Bul) 95/5; 9. Gary LaPlante (Hon) 111/6; 10. Scott Annano (Hon) 150/2.

AM: 1. Jody Richison (Yam) 44/17; 2. Billy Hunter (Yam) 45/13; 3. Rick Spruell (Yam) 52/16; 4. Kaz Okuda (Yam) 63/10; 5. Bruce Davis (Bul) 67/11.

NOV: 1. Tom Hamann (Yam) 37/21; 2. Allen Anderson (I-J) 39/19; 3. Tom Engelhardt (Yam) 39/17; 4. Brad McClellan (Yam) 45/15; 5. Walt Robles (Yam) 50/9.

BEG: 1. Jon Maeda (Hon) 26/13; 2. Jay East 27/13; 3. Ken Warner 38/10; 4. Jim Warner 39/9; 5. D. Morgan 46/8.

SR A: 1. Gary Conrad (Yam) 57/8; 2. Art Webster (Yam) 69/9; 3. Jack Heminway (Yam) 74/8; 4. Bob Schlatter (Yam) 108/1.

SR N: 1. Bob Thorton (Hon) 43/15; 2. Mick Vanaman (Yam) 45/14; 3. Duane Stone (I-J) 56/11; 4. Bob Grove (Bul) 74/13; 5. Al Moss (Yam) 98/6.

SR B: 1. Bob Overton (Beta) 24/12; 2. Jim Brodeske (Bul) 41/11; 3. Bob Soltys (I-J) 54/8.

PRESS: 1. Mark Kariya (Hon) 62/3; 2. Karel Kramer (Yam) 73/3; 3. David Edwards (Yam) 85/0.

TRAILBIKE: 1. Paul Beaumont 40/5; 2. P. Vanzuyle 76/5.

Latest Poop

(Continued from page 3)

As part of the promotion for The International Bike Show (October 25-November 3) there will be a 10-mile cavalcade of motorcycling on Friday, October 25 in Birmingham, England. The cavalcade and show are all part of a motorcycling's 75th anniversary celebration in the Midlands capital.

The AMA National Championship Hillclimb Series round scheduled for Adelphi, Ohio, on September 1 has been canceled. There are no plans to reschedule or replace the event.

The President of the RADAR (Radio Association Defending Airwave Rights, Inc.), Janice Lee, has called on motorists to be alert for potential abuses in the use of police radar in their states. Arizona, Maryland and Vermont are under heavy pressure from the Federal Government because of non-compliance with the 55 mph and according to RADAR, the Federal Highway Administration is currently threatening to withhold millions of dollars in badly needed highway funds unless the percentage of motorists who are speeding is reduced. RADAR is providing pamphlets that will help motorists record facts when they are pulled over for a speeding ticket. For a pamphlet write to: RADAR/STRATEGY, The Radio Association Defending Airwave Rights, Inc., 4949 S. 25A, Tipp City, Ohio 45371.

A professional video taping of the El Trial De Espana will be shown at the Shakey's Pizza at 866 E. Las Tunas Drive in San Gabriel, California on Saturday, August 3 at 6 p.m.; the screening is open to anyone interested. For more information call 818/285-1215.

Harley Davidson will soon be selling official racing team apparel; six different styles will be offered and those interested are requested to see their local Harley dealer. The money from the apparel will help sponsor the Harley racing teams.

Freelance advertising man and former motojournalist Jim Gianatsis was injured when he crashed a borrowed Honda VF1000R into a fence while riding to Laguna Seca with the Southern California Professional Bench Racer's Association, affiliated with the International Sons of Danger. Kawasaki Motors Corp. U.S.A. public relations department employee Stuart Thomas suffered a dislocated shoulder on the same ride, and two other riders suffered minor injuries. Both Thomas and Gianatsis are now recovering and are back at work. The SCPBRA is a fraternal organization of motorcycle industry people involved in the advertising, promotions, and publishing fields and has gained fame for death-defying street rides to various events and locations.

Powroll Performance Products, Inc. has announced racer support for 1986; the program will feature support in various levels from discounts on parts to full sponsorship. There is also a program for dealers who are involved in supporting a racer or racing team. For more information write to Powroll Racer Support, P.O. Box 1206, Bend, Oregon 97709.

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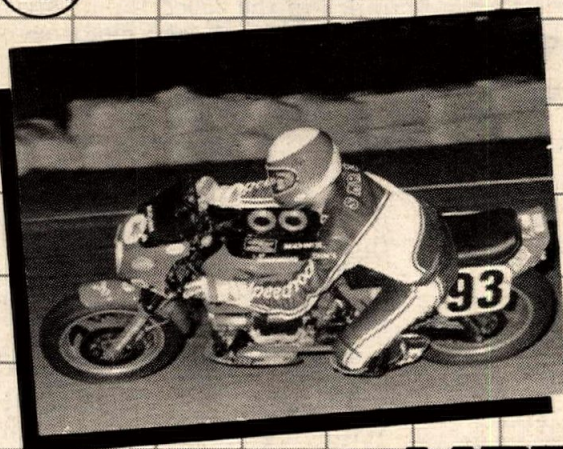


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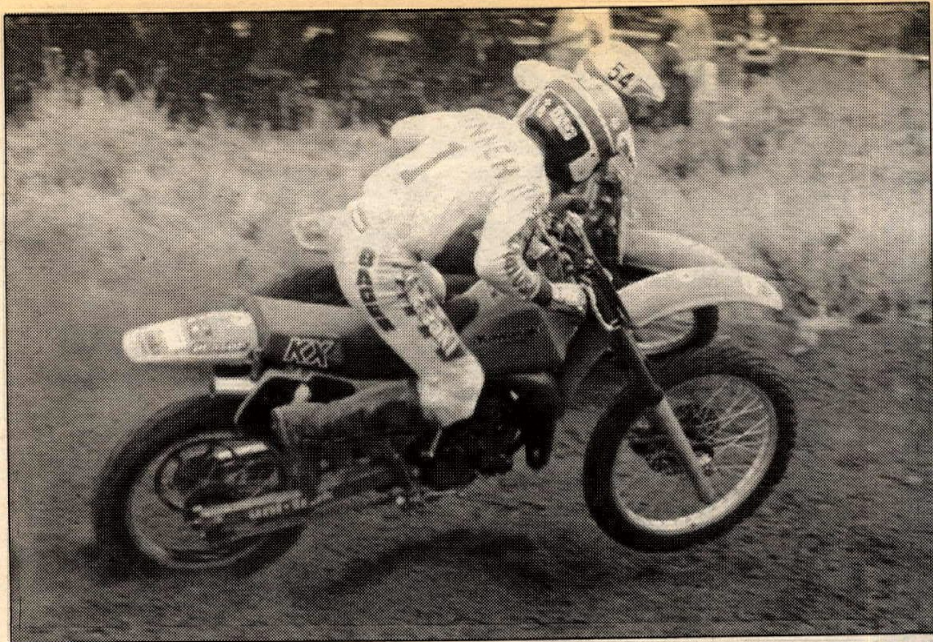
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PHOTOS BY KIT PALMER

(Above) Bader Manneh cuts inside of Jimmy Brown in the 125cc Pro. (Below) Manneh leads Brian Manley and Greg Zitterkopf in the 500s.



CMC/Skoal Bandit Western States Motocross Championships

Manneh, Manley dominate in Utah

By Kit Palmer

CARMEL JUNCTION, UT. JULY 21

Team Green's Bader Manneh and Honda-mounted Brian Manley went home the top money winners at Continental Motorsport 10 Club/Skoal Bandit's Western States Moto-



In the second 250cc Intermediate moto, Jimmy Palmer is closely pursued by Jim Perry. Palmer won both the 125 and 250cc classes.

cross Championships at the Fly-N LD Ranch near Carmel Junction, Utah. It was Manneh, however, who stole the show by winning both the 125cc and 500cc Pro classes despite stiff competition from Cagiva's Ron Turner, Suzuki's Russ Wageman, Manley and many others.

Manneh and Manley weren't the only big winners at the event, which was sponsored by U.S. Suzuki and IRC Tires; in amateur racing, Kawasaki rider Jimmy Palmer and Yamaha rider Matthias Nikolakopoulos each took home a brand-new Suzuki RM for winning their respective classes — Palmer in the 125cc and 250cc Intermediates, and Nikolakopoulos in the 250cc Junior division. Both riders won every moto they competed in.

Over 300 riders attended the second annual event, and Mother Nature was much more agreeable this year — last year's race was shortened to only one round of racing due to torrential rain. Even though clouds threatened a few times today, the weather was generally hot and dry, creating dust problems by the end of the day.

Manneh jumped to an early lead at the start of the first 125cc Pro race, but was closely pursued by Honda rider Willie Surratt, Kawasaki-mounted Greg Vowell and Shane Neugebauee (Kaw). It looked as though Surratt would give Manneh a tough battle, but halfway through the first lap, Surratt went over the handlebars

coming out of a turn, which put him out for the day with a leg injury. This gave Manneh a slight lead over Neugebauee, who was hounded by Kawasaki rider Steve Liedbert and Wageman.

By the third lap, Liedbert moved into second, while Wageman snuck inside of Neugebauee over a jump for third. Soon after, Turner, coming back from a poor start, found his way to fifth. Turner passed Neugebauee on the fifth lap, then set after Wageman. Wageman had his hands full trying to sneak around Liedbert, but did so on the eighth lap. The remaining two laps saw no position changes as Manneh took the win and Wageman finished second ahead of Liedbert, Turner and Vowell.

Moto two had Liedbert out in front after the first turn, while Turner, Kawasaki rider Jimmy Brown and Jim Simons (Kaw) chased. Manneh was back in eighth, while Wageman was 10th.

For the next four laps, Liedbert and Turner dived handlebar-to-handlebar until Turner made a clean pass and took first. At the same time, Manneh was busy working his way through the pack and was trying to get around Brown for third — Manneh was having a difficult time. Then Manneh made a move over a jump that almost put him out of action for the rest of the day. "I pulled up alongside of him (Brown) over the jump," said Manneh, "but he moved right over on me — it was obvious he did it on purpose. We tangled when we landed and I almost



Russ Wageman (54) passes Shane Neugenbauee in the 125cc Pros.

crashed. I was so mad at him I wanted to take him out, but I just cut back underneath him and passed him instead."

With the race nearing its end, Manneh had to reel in Liedberg and pass him in order to take the overall, which he did with four laps to spare. However, Manneh's drive didn't end there — he wanted Turner. At this point, Turner had six seconds on Manneh; as they crossed the checkered flag, the distance was less than a second. Liedberg took third in the moto for third overall, while second overall went to Turner. Fourth and fifth in the moto went to Wageman and Mike Kell (Kaw).

Manneh also entered the 250cc class, but he crashed on the first lap of the first moto and decided to sit out the class for the rest of the day. As the pack finished the first lap, it was Wageman out in front of Terry McGinnis (Hon), Yamaha rider Colin Ryan, Manley and Honda pilot Scott Nielson.

By the second lap, Manley already had control of second and was quickly gaining ground on Wageman. As Manley pressured Wageman for the next three laps, the two leaders pulled way ahead of the pack. On the fourth lap, Manley dove inside of Wageman, took over the lead and started pulling away. Meanwhile, Ryan held on to his third-place position for three laps before getting passed by Honda rider Tracy Oswell, then Nielson.

At the end of the race, Manley had little over 10 seconds on Wageman, who was followed by Oswell, Nielson, Yamaha-mounted Robert Engel and Ryan.

"I was a little anxious at the start and bogged the motor," said Manley, "which was enough to let Wageman cut me off. After that, I just reeled him in and passed him."

The second moto was red-flagged, and in the restart it was Oswell leading Wageman, Yamaha rider Mike Thomas and Manley. A lap later, the lead was Wageman's, and Manley slipped by Oswell a few turns later. Manley once again reeled-in Wageman and took over the lead two laps later. By this time, a battle over third between Oswell, Yamaha rider Ti Swartz and Honda-mounted Greg Zitterkopf was in top gear, but Zitterkopf dropped out at the halfway point, leaving the dice to Oswell and Swartz. Oswell pulled slightly ahead of the battle by the end of the race, and finished third. Manley easily took the win and overall ahead of Wageman, Oswell, Swartz and Nielson.

The start of the first 500cc Pro moto saw Manley with the holeshot

Miller

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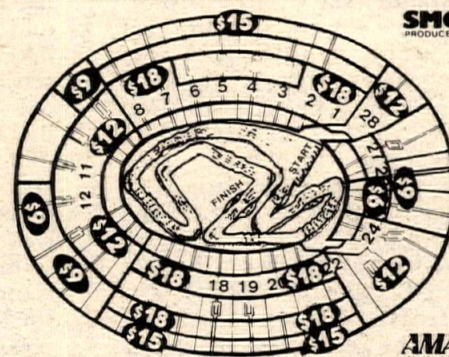
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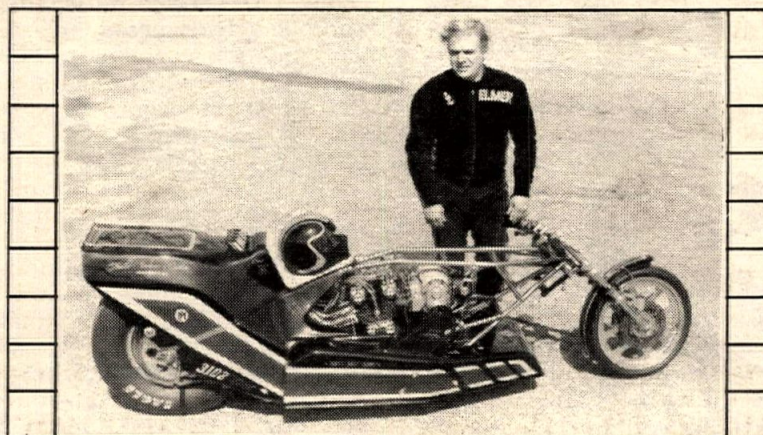
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ELMER TRETT



Mike Wiese ran away and hid in the 80cc Expert class — he easily won both motos, while Nick Tatton and Justin Jensen took second and third.

followed by Manneh, (on a borrowed KX500), Wageman, (on a loaned CR500 Honda), Zitterkopf and Turner. Manneh stayed close to Manley for a couple of laps, then dropped back a few bikelengths and was passed by Zitterkopf. A lap later, Manneh retaliated by repassing Zitterkopf, while Turner slipped by Wageman for fourth. The top four riders stayed within bikelengths of each other, although Manley slowed noticeably near the finish. After getting passed by Manneh on the last lap, Manley crashed for a DNF. Zitterkopf finished second ahead of Turner. "The rear wheel bearings fell apart and the back wheel started wobbling really bad," said Manley later. "The bike started getting squirrely and I didn't know what was wrong at first. Then I crashed and the chain came off."

Manneh took the holeshot at the start of the second moto and was chased by Zitterkopf, Manley, Turner and Wageman. Manley moved into second right away and set after Manneh. But Manneh knew that he had to beat Zitterkopf to take the overall, so he tried to keep Manley between himself and Zitterkopf for as long as possible. The plan worked as Manneh started pulling away from Manley.

At the halfway point, Manneh's bike's silencer fell off; Zitterkopf made his move and passed Manley and set after Manneh. Knowing that Manneh was now slightly down on horsepower, Zitterkopf tried to reel in Manneh, but couldn't. Zitterkopf only gained about a second on Manneh by the time the checkered flag flew. Manneh took the win, two se-

conds ahead of Zitterkopf, who was followed by Manley, Turner, Nielson and Wageman. "When my silencer fell off, I lost my concentration and started making a bunch of mistakes," said Manneh, "but I finally settled down and won it."

In amateur racing, it was Palmer's day in both 125cc and 250cc Intermediate classes. In the 250cc class, he spent much of both motos with Kawasaki rider Jim Perry in close pursuit, especially in the second moto. Palmer, who had easily won the first moto, looked to have another win in the bag, but Perry gave it his best and pushed Palmer to the limit. For much of the race, the two were only separated by one or two seconds. But when the checkered flag flew, it was Palmer once again out in front. Perry took second overall ahead of Mike Hooker's (Hus) 3-4 tally. Fourth and fifth overall went to Mercedes Gonzalez (Kaw, 6-4) and Tim Hanna (Hon, 5-5). Perry also rode the 125cc and 500cc Intermediate classes, today, and took second overall in both.

In the 500cc Intermediate class, Perry lost the overall to Kawasaki rider Hanna, who won both motos handily. Perry went 2-2 for second, while Honda rider Loren Pochirovski tallied a 3-3 score for third.

In the 250cc Junior class, fresh from his Mammoth Mountain victory, Nikolakopoulos easily won both moto on his Yamaha. Nikolakopoulos' nearest competitor was Honda rider Ronnie Goodwin, who went 5-3 for second overall. Third, fourth and fifth fell to Geno Ramsay (Hon), Richard Wall (Yam) and Joey Forte (Hon).

The 125cc Junior class had a wild



The start of the second 250cc Pro moto saw Tracy Oswell (143) followed by Wageman (54), Ti Swartz (28), Manley (38) and Zitterkopf (86).

race in both motos, but when the dust had cleared, it was Kawasaki rider Craig Davis beating 27 other riders. In the first moto, Husqvarna rider Jim Bacon had the holeshot and led for over a lap before getting passed by Kawasaki rider Catesby Jones in a turn. Meanwhile, Davis was making up for a terrible start and had second by the third lap. With Davis pressuring, Catesby went too hot into a turn, came to a stop at the top of a berm and fell over. Catesby dropped to sixth and that gave Davis a huge lead. Bacon found himself once again in second place, but he dropped out with a lap to go, which gave that spot to Honda-mounted Larry Turner. Jimmy Rampa finished third behind Davis and Turner. Fourth and fifth went to Jones and Yamaha pilot Brad Fletcher.

The second moto was all Davis'. He took the lead from Bacon (who dropped out after a couple of laps) during the first lap and led to the finish. After passing Steve Syddali (Hon) for second, Turner pulled away and secured that spot for second overall. Third in the moto went to Ivan Frost (Yam), followed by Jones and Fletcher.

Sue Fish (Yam) and Mercedes Gonzalez (Kaw) were the main attractions in the Women's race. In the first moto, Fish took the holeshot, but, as expected, Gonzalez was hot on her tail. Throughout the 10-lap race, the two remained within inches of each other; sometimes Gonzalez would pull up alongside Fish, but she could never make a pass. Fish won the moto; Gonzalez finished second, while Gale "Motocross Mom" Webb (Hon) took third.

Round two was revenge time for Gonzalez; she shot to the front and quickly pulled away to a commanding lead. The win and overall went to Gonzalez followed by Fish and Webb.

There was no match for Yamaha rider Mike Wiese in the 80cc Expert class; he led from start to finish in both motos, beating Nick Tatton (Yam, 3-2) and Justin Jensen (Yam, 2-3), while Kevin Bussey (Kaw) went 2-1 in the 80cc Intermediates to nail the overall. Second and third went to Kerry Mulligan (Hon) and Brandon Sperling (Suz).

Results

50: 1. Jason Baucum (Yam); 2. Russell Pearson (Yam).
60: 1. Chance Maughan (Kaw); 2. Nathaniel Pearson (Hon); 3. Mathew Camden (Kaw).
80 JR: 1. Lance Taylor (Hon); 2. Virgil Begaye (Yam); 3. Chance Maughan (Kaw).
80 INT: 1. Kevin Bussey (Kaw); 2. Kerry Mulligan (Hon); 3. Brandon Sperling (Suz).
80 EX: 1. Mike Wiese (Yam); 2. Nick Tatton (Yam); 3. Justin Jensen (Yam).
WOMEN SPTSMN: 1. Thea Gavin (Hon); 2. Joy Ames (Hon).
WOMEN PRO: 1. Mercedes Gonzalez (Kaw); 2. Sue Fish (Yam); 3. Gale Webb (Hon).
125 JR: 1. Craig Davis (Kaw); 2. Larry Turner (Hon); 3. Catesby Jones (Kaw).
125 INT: 1. Jimmy Palmer (Kaw); 2. Jimmy Lewis (Kaw); 3. Jim Spotts (Kaw).
125 PRO: 1. Bader Manneh (Kaw); 2. Ron Turner (Cag); 3. Steve Liedberg (Kaw).
250 JR: 1. Matthias Nikolakopoulos (Yam); 2. Ronnie Goodwin (Hon); 3. Geno Ramsay (Hon).
250 INT: 1. Jimmy Palmer (Kaw); 2. Jim Perry (Kaw); 3. Mike Hooker (Hus).
250 PRO: 1. Brian Manley (Hon); 2. Russ Wageman (Suz); 3. Tracy Oswell (Hon).
500 JR: 1. Craig Davis (Hon); 2. Terry Woody (Hon); 3. Ronnie Goodwin (Hon).
500 INT: 1. Tim Hanna (Kaw); 2. Jim Perry (Kaw); 3. Loren Pochirovski (Hon).
500 PRO: 1. Bader Manneh (Kaw); 2. Greg Zitterkopf (Hon); 3. Ron Turner (Cag).
VET JR: 1. Boyd Urie (Hon); 2. Dave Cozzens (KTM); 3. Gary Strabala (KTM).
VET INT: 1. Steve Bebeck (Hon); 2. Lee Pearson (Hus); 3. Jack Baker (Yam).
VET MSTR: 1. Wyn Forshee (Yam); 2. Mike Drews (Hon); 3. David Rogers (Hon).

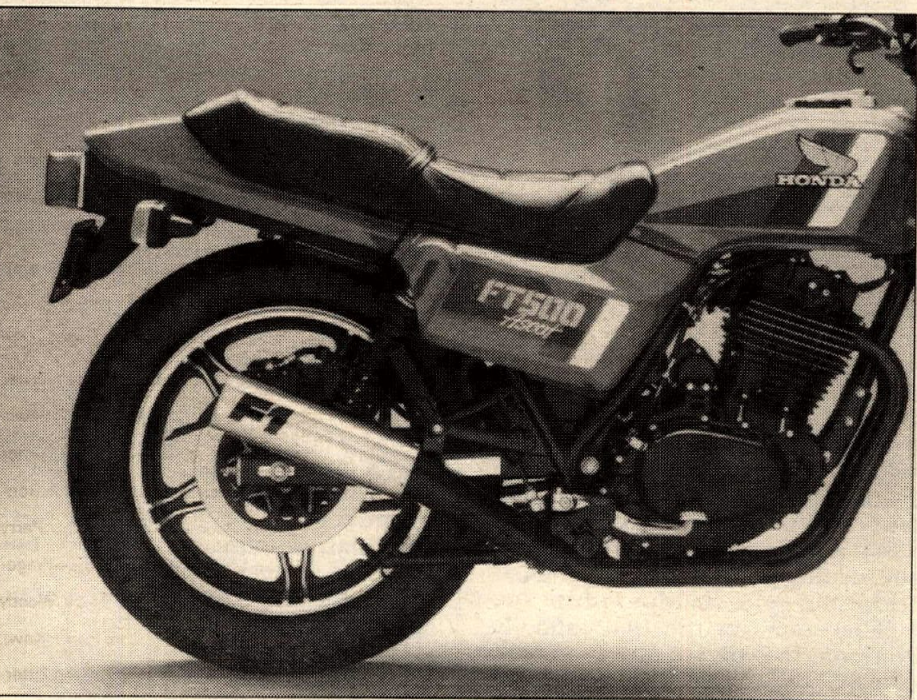
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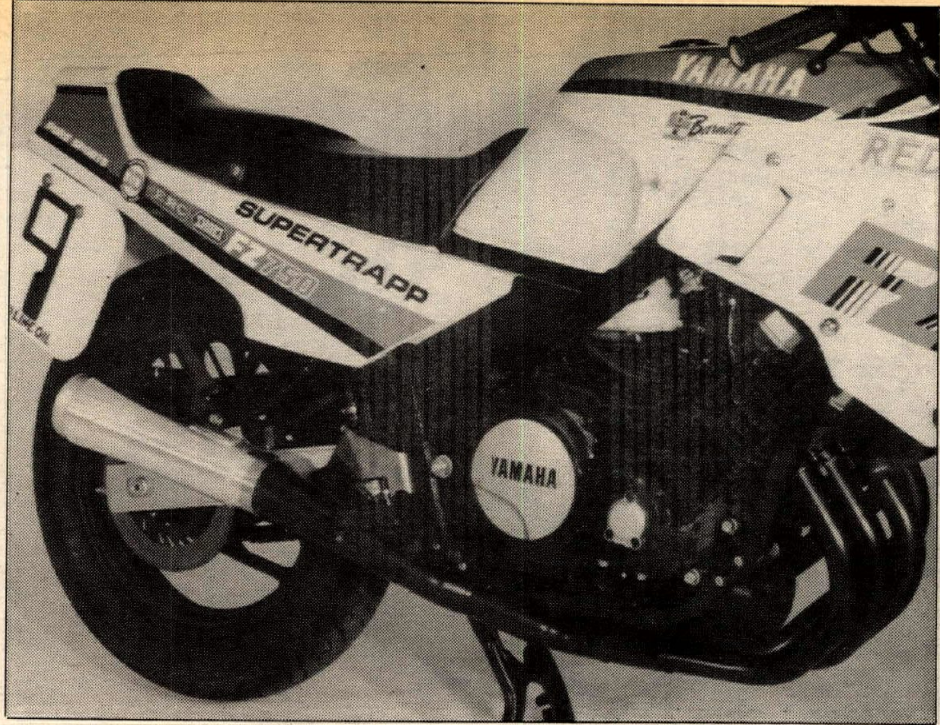
Fieldsheer Super Pro Boots sell for \$119.95 and have a wedge-shaped sole, extra padding at the ankles, shin and toe areas, and a steel toe cap. Available in three color combinations from your dealer or contact Nelson-Rigg USA, Inc., Dept. CN, 5082 Bolsa Ave. Unit #109, Huntington Beach, CA 92649.



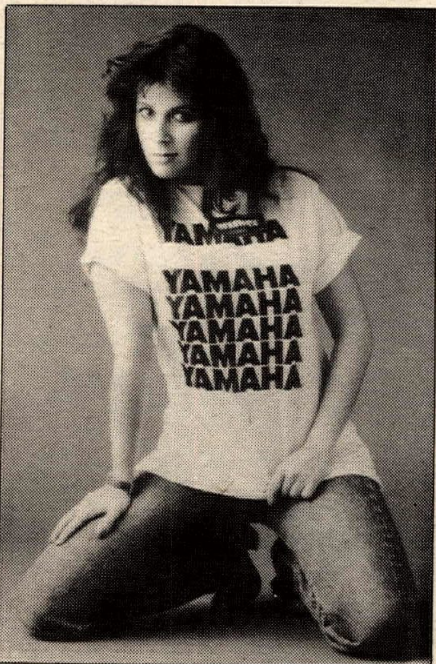
Simpson's Horizon off-road helmet has an integral ventilation system, removable terry cloth interior, large eye port and a chin guard with screened vents. From Simpson, Dept. CN, 22630 S. Normandie Ave., Torrance, CA 90502.



F1 Slip-on mufflers for the Honda FT and VT500 Ascot models are claimed to save five pounds over stock and require no jetting changes. They sell for \$70 plus \$5 in shipping from F1, Dept. CN, 4760 E. Bryson St., Anaheim, CA 92807, 714/779-5318.



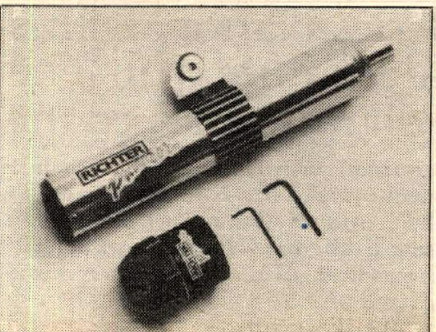
SuperTrapp has a four-into-two-into-one exhaust system for the Yamaha FZ750 which features a rebuildable/tuneable aluminum silencer, center stand stops, and retains access to the oil filter and drain plug. The system sells for \$325 from your dealer or have him contact SuperTrapp Division Moller Corp., Dept. CN, 1222 Research Park Dr., Davis, CA 95616, 916/756-5069.



Answer Classic T-shirts are made from 100 percent pre-shrunk cotton and come in factory team names in white, yellow or red. The shirts sell for \$8.95 at your dealer or contact Answer Products Inc., Dept. CN, 27967 Beale Ct., Valencia, CA 91355, 805/257-4411.



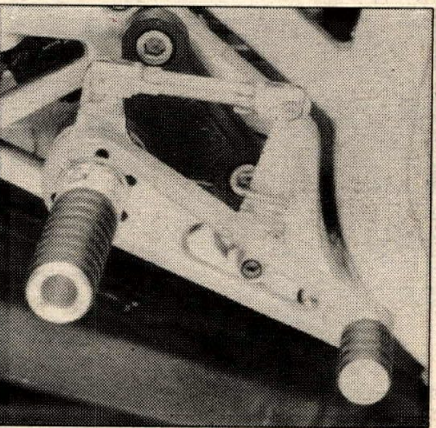
LeMans has jean-style leather pants made from soft cowhide which feature slim, boot-cut styling, a nylon lining from the waist to the knees, pockets front and rear and a double-snap waist closure. At your dealer or contact Parts Unlimited, Dept. CN, 204 W. Lawton St., Edgerton, WI 53534, 608/884-3461.



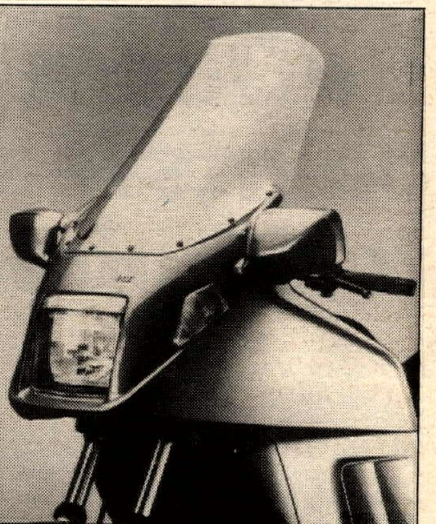
Richter Privateer has a silencer for the 1985 Honda CR250R which features aluminum alloy construction, a removable end cap and core, and long-life packing material. A tuneable spark arrestor (shown) is optional. From your dealer or contact Richter Privateer, Dept. CN, 2850 E. 29th St., Long Beach, CA 90806, 213/426-3498.



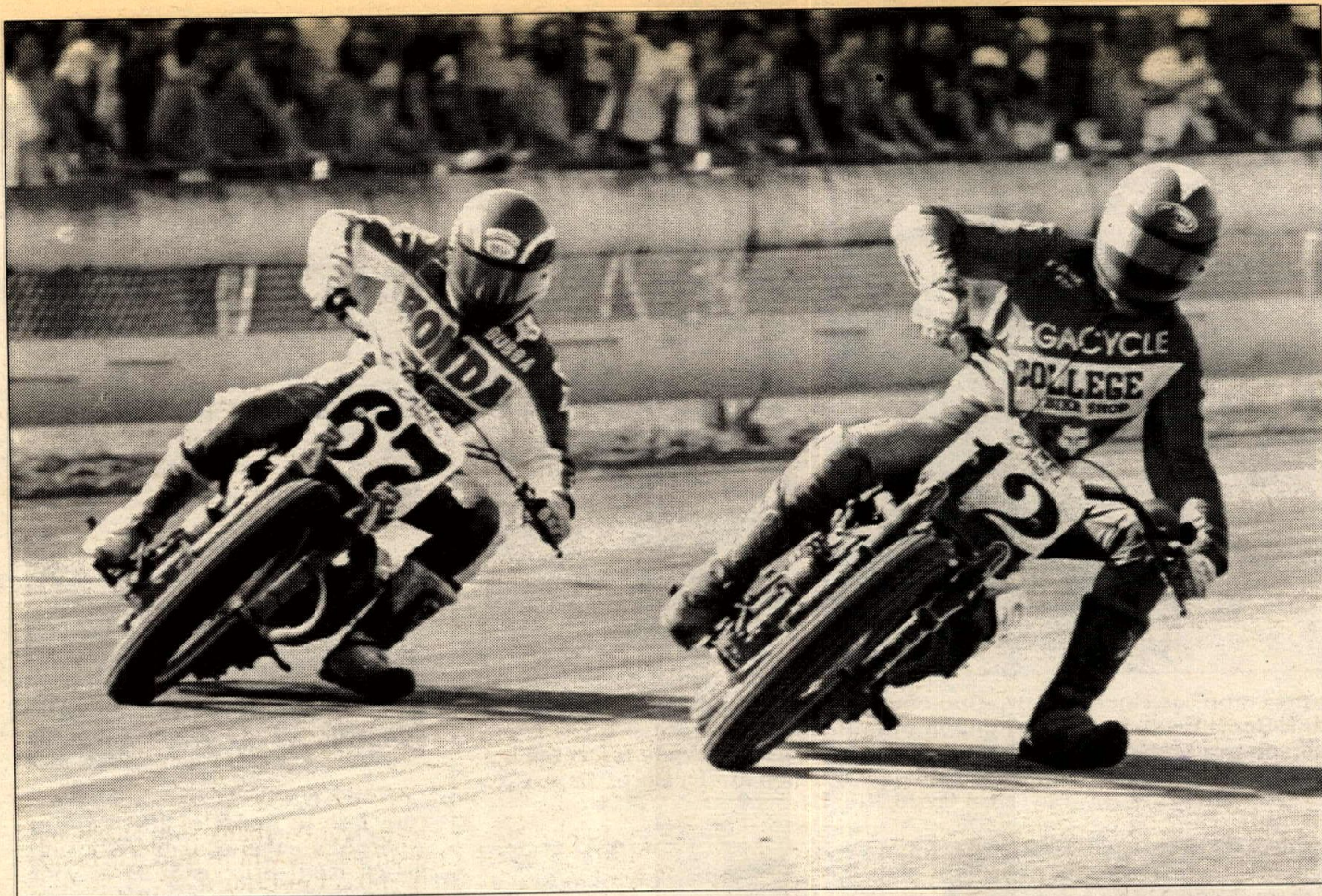
O'Neal has World Champion Signature T-shirts (modeled after those of Andre Malherbe) available. The suggested retail price is \$9.95 at your dealer or have him contact O'Neal U.S.A., Dept. CN, 9555 Owensmouth Ave., Chatsworth, CA 91311, 818/998-1049.



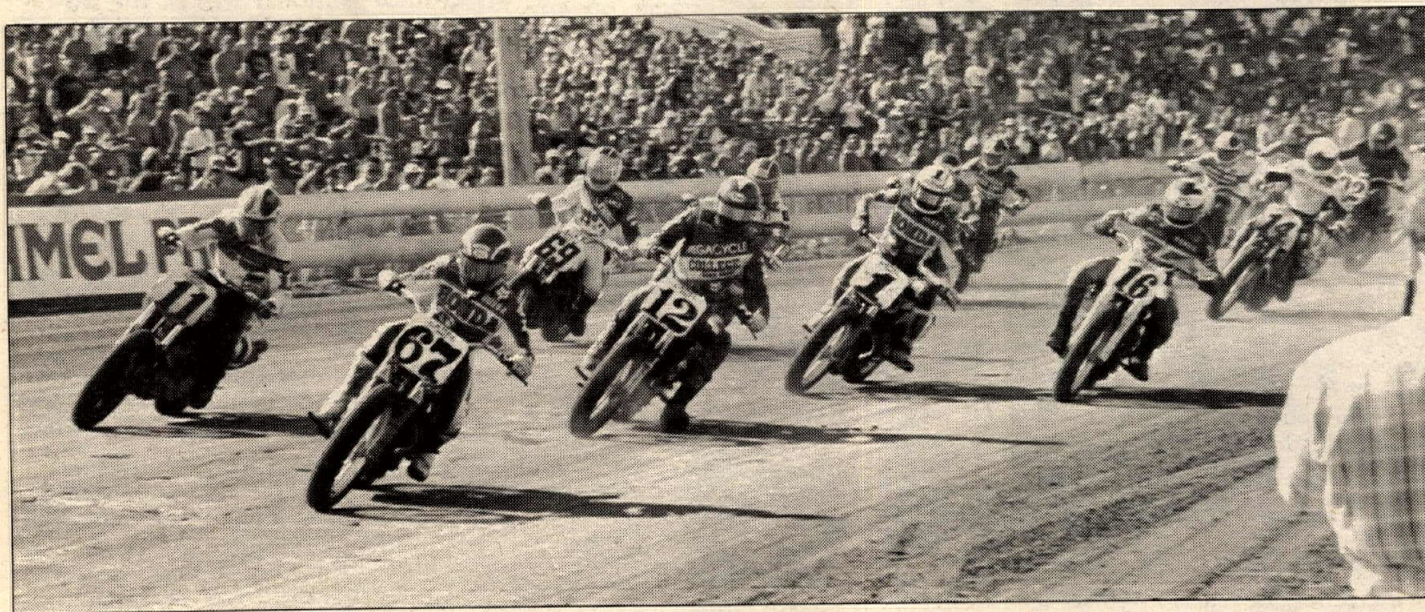
Lockhart has Tarozzi rearsets available in over 160 different applications. They have black anodized aluminum mounting plates, machined aluminum folding pegs and rubber contact areas. Levers are adjustable and made from cast aluminum, while heim joints are used at linkage connections. Contact Lockhart, Dept. CN, 15717 Texaco St., Paramount, CA 90723, 213/630-4621.



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It came down to two riders, Team Honda's Bubba Shobert (67) and privateer Ted Boody (12). Shobert had the power, the drive and the victory. (Below) The start, Shobert, Parker (11), Boody, Lance Jones (69), Graham (1), Ronnie Jones (16), Hank Scott (14).



AMA Grand National Championship/ Camel Pro Series: Round 18

DuQuoin Mile win, points lead, record to Shobert

By Gary Van Voorhis
DuQUOIN, IL, JULY 27

Honda's Bubba Shobert continued his domination of Camel Pro Series Nationals this year with his fourth straight mile win. The win in the DuQuoin Stroth Mile marked the

Texan's 13th mile National win of his career and moved him into the top spot in the AMA Grand National Championship record books. It was also Shobert's fifth National win of the season and,

coupled with Doug Chandler's failure to make the National, put Shobert squarely back into the driver's seat in the title chase. Chandler's 10 point lead going into DuQuoin evaporated and he now trails Shobert by 10, 141 points to 151.

The celebration in winner's circle was a replay of the champagne bash at the Springfield Mile fete with Ted Boody, on his College Bike Shop Harley-Davidson's Jon Cornwell in fourth and on the move. The final lap saw plenty of shuffling as Cornwell blew an engine while both Estep and Poovey were kicked out of spots in the National by Dan Ingram and his Walters Brothers Harley. Parker, with a strong drive off turn four, picked just the right instant to pull out of Graham's draft and beat him to the finish line by a foot or two. Ingram sent Estep and Poovey to the semis.

"We weren't quite ready with the bike in qualifying," said Steve Morehead explaining why he qualified 46th fastest. Morehead is now riding a Babe DeMay owned and tuned XR with backing from Pennzoil/Storz/Laubes Honda City/KK Motorcycle Supply and John Dragoo after parting company with Eddie Adkins.

Morehead was ready in the heat and led the opening lap and most of the second until a crash by Greg Knecht left a bike lying just above the groove in turn four. Shobert, after taking the lead in turn three, slowed just a bit as did Morehead and Rod Farris, on the DuVall Racing Harley. The rest of the field also backed off and expected to see a red flag. There was none and the bike spent nearly three laps in a potentially hazardous location before it was finally moved.

Shobert, Farris and Morehead were well out in front of the field and continued on to finish 1-2-3 for their tickets to the National. Morehead's engine went off-song in the closing laps, but not enough to cost him third. Dirt and grit was later discovered in the float bowl of one carburetor.

There was a good shuffle up front in the opening laps of heat three with first Dan Howard and then Sammy Sweet leading before Springsteen took over on lap four. Chuck Springsteen, Jay's brother, came up to do battle, but his ride ended when he was hit from behind and his exhaust pipes were jarred loose. With Chuck out, Jay Springsteen went on to an easy win which was also the fastest of the heats and gave him the pole for the National. Howard slipped back while Chris Carr, on the R&B Harley XR, was cutting his way to the front. Carr took second for good from Sweet with two laps to go while Lance Jones, after spending nearly all the race working through traffic, put his

delay while the medivac helicopter at the track transported John Faulkner to the St. Louis Medical Center. He sustained a head injury.

Time trials

Honda's Ricky Graham, despite battling a case of the flu and saying he "hadn't felt his bad in years," turned in the top qualifying time of the 72 riders on hand. His 37.675 second time for one mile was well off his own record of last year of 35.423. Shobert was a few ticks of the clock back with Chandler and Boody filling out the top five. Johnny Cooper, at 39.667, was the 48th and last qualifier to make the field.

Heats

Graham, racing with a miniature television camera poking its lens out of a cut out area in his number plate and an eight pound signal transmitter mounted on the top and very back of his rear fender, led the first heat with plenty of company from Don Estep and his Simmons Oil Field Construction-sponsored Harley. On lap two it was Estep out front with Terry Poovey, riding Jimmy Filice's spare bike after engine problems with both his Gardner Racing Harley's, following Graham in third. Parker soon moved in to engage in the battle.

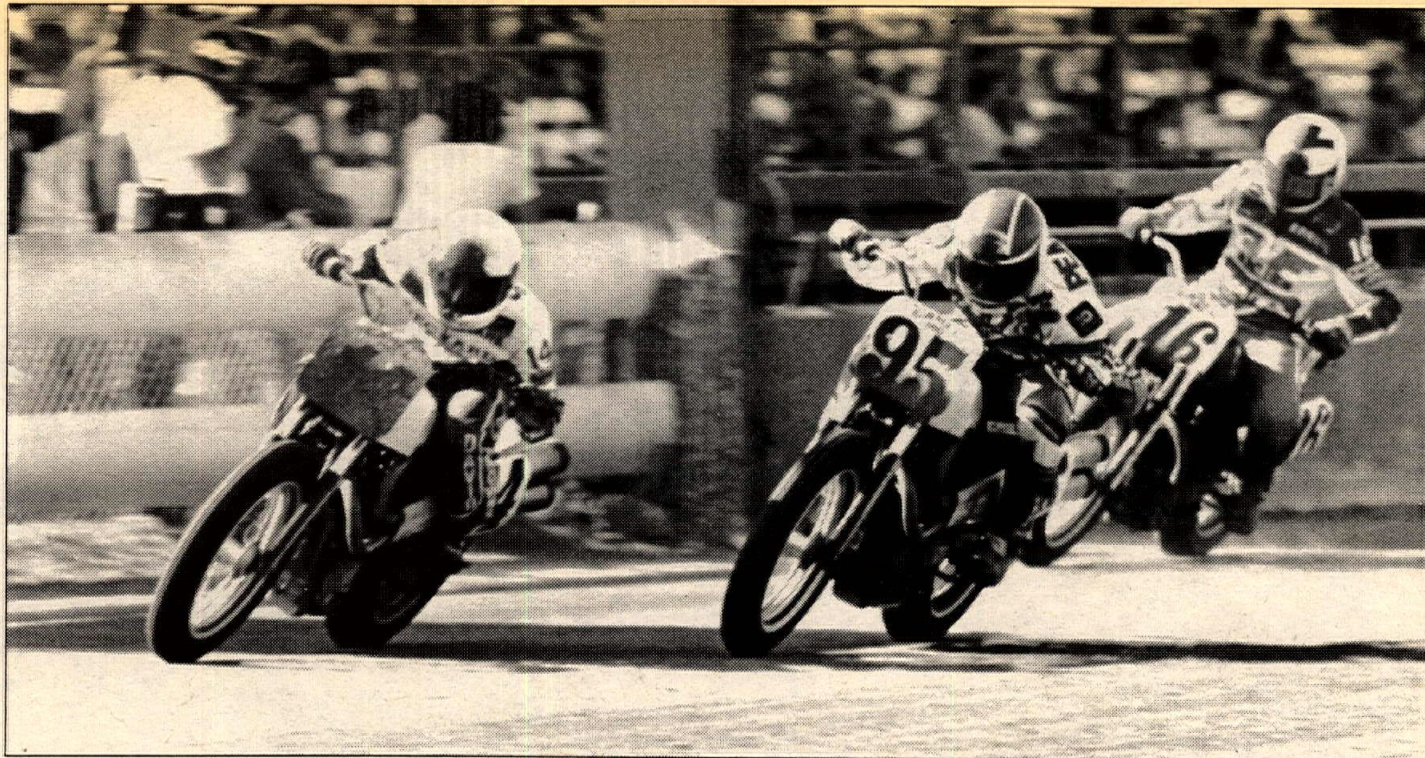
Graham was in the lead at the halfway point with Estep holding off Parker as Poovey trailed with Deeley Harley-Davidson's Jon Cornwell in fourth and on the move. The final lap saw plenty of shuffling as Cornwell blew an engine while both Estep and Poovey were kicked out of spots in the National by Dan Ingram and his Walters Brothers Harley. Parker, with a strong drive off turn four, picked just the right instant to pull out of Graham's draft and beat him to the finish line by a foot or two. Ingram sent Estep and Poovey to the semis.

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Hank Scott leads Scott Pearson and Ronnie Jones. Scott finished fifth with Jones sixth and Pearson seventh; Pearson got high in turn three on the next-to-last lap and was left behind.

Fargo Harley-Davidson mount into third on the final lap.

Circle Bell Racing's Scott Pearson and Boody put on a show as they traded the lead back and forth in the fourth heat while GF Racing's Ronnie Jones watched from third. The show came to an end on lap five when Doug Davis exploded the hay bales on the outside guardrail between turns three and four and the red flag came out. Davis was shaken up, but walked away.

Boody didn't relinquish the lead on the six laps run on the restart. Pearson and Jones traded second four times on the final lap with Jones getting second at the flag as Pearson's draft and pass move came up short. The first of a series of frustrating rides for Chandler saw him finish fifth behind Hank Scott and saw him head to the semi.

Semis

The two semis, from which the top two finishers would transfer, were cut to six laps each from 10 since time was getting short before the live airing of the LCQ. Pete Hames, on the Racing XR, Poovey and Estep took the race for the win to the flag with things so close it took a conference among AMA officials and scorers to determine Poovey was the winner over Hames by a matter of inches. Estep was a foot behind and on his way to the Last Chance Qualifier. Kirk and Mike Hilley were just a bike-length behind the front three.

The win in the second semi went to Hank Scott over Alex Jorgensen and his Pioneer Truck Lines/Storz/Hi-Point/SuperTrapp Honda. Scott and Chandler duelled in the early laps with Eric Rausch and Howard also in there. In the closing laps, there was plenty of shuffling with Scott and Jorgensen out on top as Chandler had his hopes of making the National dashed again.

Last Chance Qualifier

The time between the finish of the second semi and the gridding for the LCQ was no more than eight minutes, but it gave Jerry Griffith of Freddie Spencer/SuperTrapp Racing enough time to change Chandler's rear tire to a Michelin Hi-Sport street tire with additional grooving. It was a gamble although Chandler had run the tire in practice and it worked well as it had when used for the Sacramento Mile National. The problem was going from a 19-inch rear tire to an 18-inch one which Chandler later said changed the gearing somewhat and didn't make it power off the corners as good, although the tire had more traction and he turned better lap times.

There were two other problems: Estep and the cutting of the LCQ to six laps from 10. Estep and Chandler battled every inch of the way, trading the lead back and forth with each testing the other's strengths. In the end, it was Estep's ability to get a better drive off turn four that won the race for him. "I moved my line out just a bit on the final two laps and knew I could get a good drive," said Estep, "and that was the difference."

"I thought I had Don covered," said Chandler. "He tried to draft and pass me on earlier laps and never got past until we were over the start/finish line. I felt I could keep things the same on the final lap, but I wish it had been a full 10 laps because my strong point seems to be at the end of the races and six laps wasn't enough. I'm disappointed, but there's still a long way to go in the season and anything can happen. Maybe my bad luck is out of the way now."

National

The rough track was the topic of

conversation among the majority of the riders. "The ruts and rough spots are in areas where you can't always see them," said Morehead. "You've got to race, think about holding on and concentrate on what's going on around you. In any case, it's the same for everyone."

Graham decided not to run the television camera set up because he had encountered a handling problem and felt it might be due to the location of the signal relay box on his rear fender. The problem persisted without the unit. Ted Boody offered to run the camera, but there wasn't time to adapt the rear seat assembly to his bike since it was fitted on a single shock-style seat and Boody's bike is a conventional twin shock set up.

Springsteen, on the pole for the start, was left sitting on the line when the starting light turned green. "I kicked the transmission into gear at the time the starter turned the board sideways," said Springsteen, "and then I looked down for some dumb reason. When I looked up the light was green and I was still sitting there."

Shobert, Parker, Boody, Graham, Ronnie Jones, Pearson, Carr, Morehead and the rest of the field didn't sit there. It was Shobert and Parker up front and fighting for the lead for the first laps while Springsteen carved his way through traffic to fourth by lap three behind Boody.

On lap five, Poovey coasted to a stop just past the start/finish line with a blown engine. "The engine was a bit down on power on the start and I had an idea it might not make it," said Poovey. "I want to thank Eddie Adkins for giving me a chance on the bike after I had problems with my equipment."

Estep was the next rider to have problems and it cost him any chance of a good finish. In quick succession the air cleaners got knocked off his carburetors, his brake linkage broke and he covered one of his carbs with his leg which caused the engine to go on one cylinder before he realized what the problem was. "I guess it just wasn't my day," said Estep later.

By lap eight of the 25 to be run, Boody had moved in to make it a three-rider pack up front with Shobert leading Parker and Boody. A distance back came Springsteen with Graham ahead of Pearson, Ronnie Jones, Carr and Rodney Farris. There were puffs of smoke coming from Morehead's bike.

The top four remained the same

through the laps leading to the half-way flags while from fifth on back there was a good deal of position changing. Morehead was shown the black flag on lap 12 because of an oil leak. He pitted.

Boody, after letting Shobert and Parker put some distance on him, moved quickly back into contention on lap 14.

Meanwhile, Parker had a strap break on his steel skid shoe and spent nearly three laps trying to shake it loose while trying to maintain his position. Boody quickly took advantage of Parker's problem, but Springsteen was too far back to press.

Boody put a move on Shobert to take the lead on lap 16 with Shobert back out front on the next lap. Parker was trying to make up ground, but without his skid shoe he wasn't able to charge into the corners. Springsteen was a distance ahead of Pearson and Ronnie Jones while Farris and Hank Scott had a battle for seventh.

Hames became a retiree as he coasted to the side of the track near turn one on the beginning of lap 19.

The real test began in the final five laps as Boody and Shobert swapped the lead. First Shobert and then Boody led at the line with Shobert holding the point as they started lap 23 and staying very low in turns one-two to keep the advantage off turn two and into turn three.

With two laps to go, Boody was within two lengths of Shobert while Parker was safe in third. Springsteen was casting glances over his shoulder at the Scott/Pearson/Ronnie Jones freight behind him as he slowed to "keep from getting totally beaten to death" on the rough track.

Shobert's four length advantage on the start of the final lap grew to a good 20 lengths at the finish. Boody, seeing there wasn't anyone within striking distance and also tired by the rough track, didn't press Shobert's advantage. Parker had enough of an advantage over Springsteen not to worry about his third place finish.

"If I had another lap I bet I would have caught Springer," said Hank Scott, who finished fifth. Scott held off Ronnie Jones' final lap charge and Jones finished sixth.

"I got just a bit high in turn three," said seventh place finisher Pearson. "It was just a little bit, but it was enough to ruin my final lap strategy."

"I guess it won't really sink in that this is my fourth mile win of the year until tomorrow," said Shobert. "I

really want to thank Skip Eaken and dedicate this win to him. He builds the bike, I just ride it."

Junior National

Brian Atherton took his Ron Wood Racing Wood-Rotax to his seventh Junior National win of the season with rival Winkie Freitas finishing second. Freitas still holds a slim five point edge in the championship points standings.

Harley-Davidson rider Wade Camlin, the pole sitter in the National by .001 of a second over Atherton, gave Atherton a run for 10 of the 12 laps in the final before his charge ended with apparent engine problems. Camlin led the first five laps with Atherton then moving out front on lap six and holding on.

Freitas, after coming off the start near the back of the pack, quickly sliced his way through traffic and was third by the sixth lap. Camlin's problems moved Freitas to second with Brad Furlong holding off the last lap charge of fellow Harley rider Mike Stauffer for third.

"That was the toughest ride I've had in a National so far," said Atherton, who figured it was his 17th birthday present three days early.

It was a battle of the broken collarbones which Freitas and Camlin waged. Each is recovering from a recent break with Camlin getting his doctor's OK to race on Thursday.

Camlin's Harley is sponsored by Dennis Hicks and tuned by Dan Wessling.

Results

25-LAP NATIONAL: 1. Bubba Shobert (Hon); 2. Ted Boody (Hon); 3. Scott Parker (H-D); 4. Jay Springsteen (H-D); 5. Hank Scott (Hon); 6. Ronnie Jones (H-D); 7. Scott Pearson (Hon); 8. Rodney Farris (H-D); 9. Chris Carr (H-D); 10. Lance Jones (H-D); 11. Alex Jorgensen (Hon); 12. Ricky Graham (Hon); 13. Dan Ingram (H-D); 14. Don Estep (H-D); 15. Pete Hames (H-D); 16. Steve Morehead (H-D); 17. Terry Poovey (H-D).

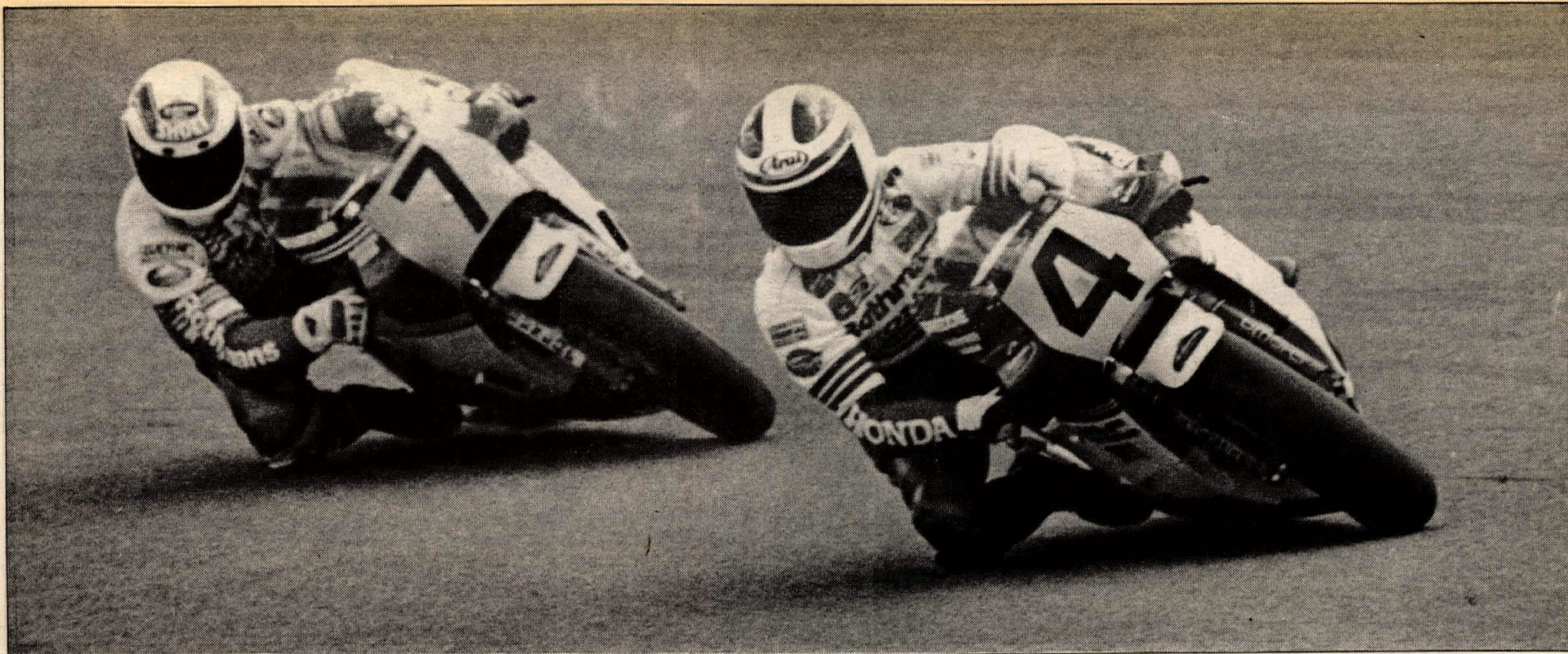
Time: 15 min., 21.670 secs.
Average speed: 97.649 mph.

CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (151); 2. Doug Chandler (141); 3. Ted Boody (128); 4. Scott Pearson (114); 5. Scott Parker (103); 6. Mike Baldwin (69); 7. Ronnie Jones (68); 8. Jay Springsteen (65); 9. Chris Carr (64); 10. Rich Schlachter (63); 11. Alex Jorgensen (62); 12. Terry Poovey (59); 13. Randy Goss (58); 14. Pete Hames (54); 15. Randy Renfrow (53); 16. (TIE) Miles Baldwin/Alan Labrosse (47); 18. (TIE) Ricky Graham/Wayne Rainey (41); 20. Steve Eklund (40).

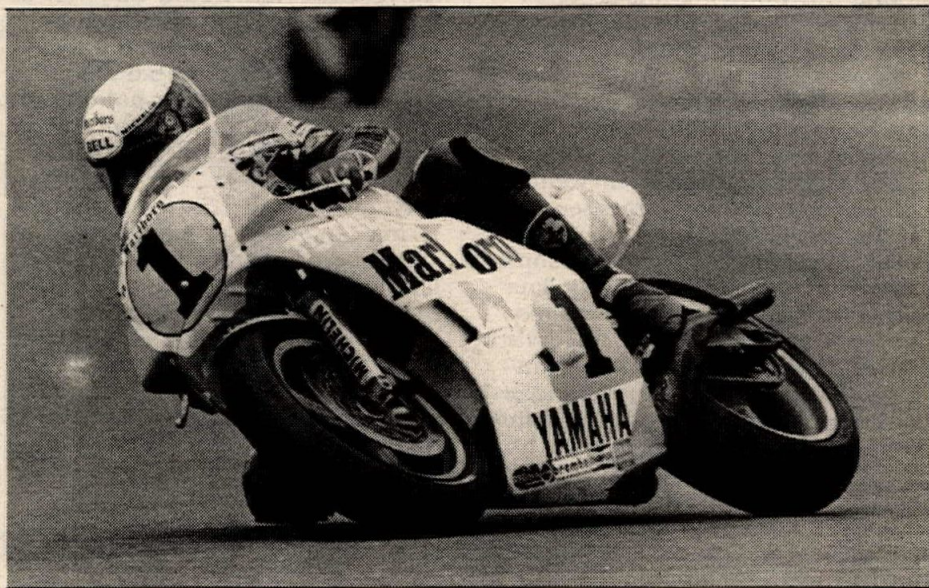
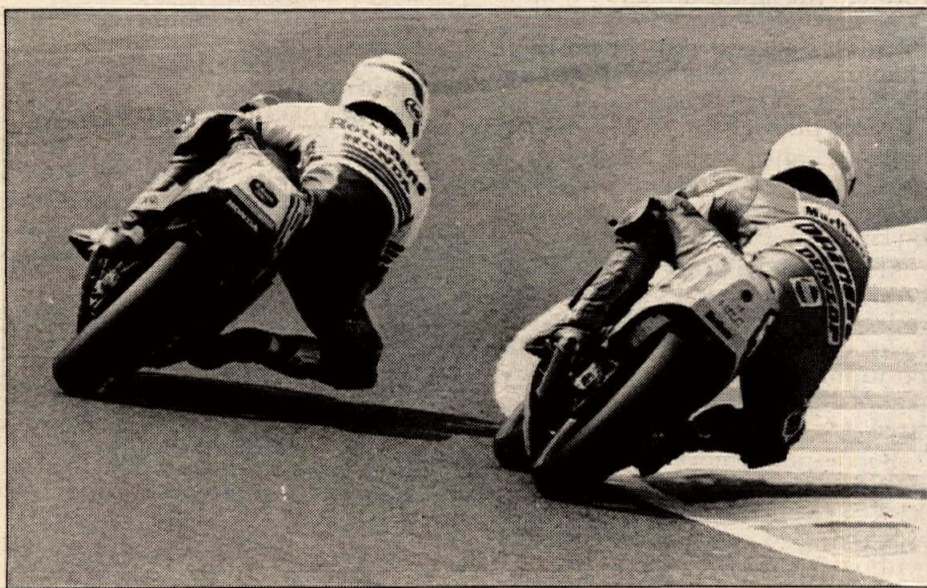
12-LAP JUNIOR NATIONAL: 1. Brian Atherton (W-R); 2. Winkie Freitas (Hon); 3. Brad Furlong (H-D); 4. Mike Stauffer (H-D); 5. Jamey Peacock (H-D); 6. Aaron Hill (H-D); 7. Les Washburn (Rtx); 8. Bruce Johnson (H-D); 9. Dan Knecht (H-D); 11. Greg Logue (Rtx); 12. Wade Camlin (H-D).

Time: 7 min., 42.64 secs.
Average speed: 93.38 mph.

JUNIOR POINT STANDINGS: 1. Winkie Freitas (189); 2. Brian Atherton (184); 3. Aaron Hill (88); 4. Curtis Cannon (60); 5. Brad Furlong (47); 6. Frank Garcia (43); 7. (TIE) Wade Camlin/Recil Hart (40); 9. Ted Taylor (39); 10. Tim Skov (36).



(Above) Freddie Spencer (4) leads Wayne Gardner in the early stages of the 500cc race in Le Mans; Spencer took the win while Gardner went out with a flat tire. (Below left) Spencer leads Toni Mang in 250cc action. (Below right) Eddie Lawson fought his way to fourth after getting left on the line.



Road Race World Championship Series: Round 9

Spencer doubles in France

By Peter Clifford
LEMANS, FRANCE, JULY 21

Freddie Spencer took a large step towards his second 500cc World Championship by winning the French Grand Prix at Le Mans. Reigning Champion Eddie Lawson finished

fourth on the Marlboro Yamaha after being left on the line at the start and now trails Spencer by 17 points with three races remaining. Lawson's teammate, Frenchman Raymond Roche, finished second, splitting the Rothmans Hondas of Spencer and Randy Mamola.

Australian Wayne Gardner, riding for Honda Britain, looked set to push Spencer hardest as he battled with him for the lead after the pair of them passed the fast-starting Ron Haslam. With Mamola joining the group to make it a Honda benefit, Yamaha's best chance lay with German Grand Prix winner Christian Sarron on the Sonauto Gauloises machine as he moved into fifth place.

Despite a broken exhaust pipe which dragged on the tarmac through the left hand corners after only a few

laps, Sarron closed on the leading group and was up to third by lap eight as he passed first Mamola, who was already suffering from the finger he injured crashing in Belgium two weeks ago, and then Haslam.

"I just couldn't keep up the pace," admitted Mamola later. "I only had two fingers wrapped around the twist grip of the brake instead of four. The thing wheelies so much here out of the tight turns I was just hanging on. I couldn't keep the front wheel on the ground. The four-cylinder Yamahas accelerated so well that the only place to catch up on them is on the brakes and I can't try anything too much with my hand. I didn't want to do anything stupid." The hand was covered in blood afterwards from Mamola's recent skin graft operation and was a real handicap on the tight, three-hairpin circuit.

On lap 14 Gardner suffered the frustration of being forced out with a flat tire. "I could have won," he asserted later. Sarron closed right in on Spencer but as the Championship leader lapped a slower rider Sarron was put off line by the same man and crashed unhurt.

"It was my mistake," said Sarron. "I should have waited until after the corner. Even though I might have lost a second, I could have made it up after. I tried to go past and changed my line, I don't know if the tarmac was more slippery but the front wheel slid and I crashed."

As for the result if Sarron and Gardner had not been put out of action, Spencer admitted that he might not have won. "Wayne was riding really well and Christian was catching before he fell. I was aware that it was not the last race with the World Championship hanging on my winning it so I don't know that I would have increased the pace. I was aware of Eddie's position and I wanted to make sure I rode a consistent race, scored some points and was in good shape to ride the 250.

Lawson admitted that the race was lost from the push start. "I just didn't have the bike moving fast enough when I jumped on and had to get off and start again. When I finished the first lap and saw minus 23 seconds I knew that I could not win but I just gave it 100% as I have always done. You have to say that Spencer will be champion now unless he has a mechanical failure. I thought earlier in this year that it was not going to be my lucky season and it was not in the

cards for me to win it again. Today just confirmed that."

With their hero Sarron gone, the crowd's attention turned to Roche, who was closing up behind Haslam, who was then in third place. By lap 17 of the 29 Roche took third and Lawson had worked his way up to fifth. The crowd went wild as Roche seized second from the tiring Mamola in the closing stages and Lawson took fourth from Haslam with two laps to go.

Mike Baldwin was happy enough to finish 10th and collect another point in his last GP of the season after almost crashing in the early stages. "I was off, over the bars and almost into the bales. The back end came around on me and then just dug in and came so close to throwing me over the bars. We went off onto the grass beside the track and ran down skimming the bales and fences until I got it back on the tarmac." He settled down to consistent ride in the race once he had regained the circuit, finishing between two Italians, Fabio Biliotti and Armando Errico.

The Elf team had a poor day though the latest addition, Pierre Etienne Samin, finished a fine sixth on the production RS500 Honda. Didier de Radigues retired after 18 laps with a broken chain while lying seventh. The Elf2 machine ridden by Christian LeLiard stopped after eight laps with the same fuel starvation problems that had troubled it throughout practice.

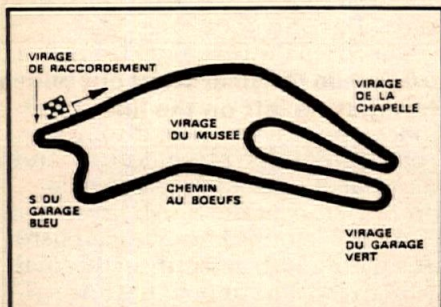
Freddie Spencer added the 250cc race to his impressive list of six other wins to make it 39 points ahead of



Christian LeLiard pilots the new Elf2 bike in early 500cc action; LeLiard retired with fuel starvation problems.



Randy Mamola (left) holds the trophy after finishing third while Spencer looks on; second place finisher Raymond Roche is all smiles.



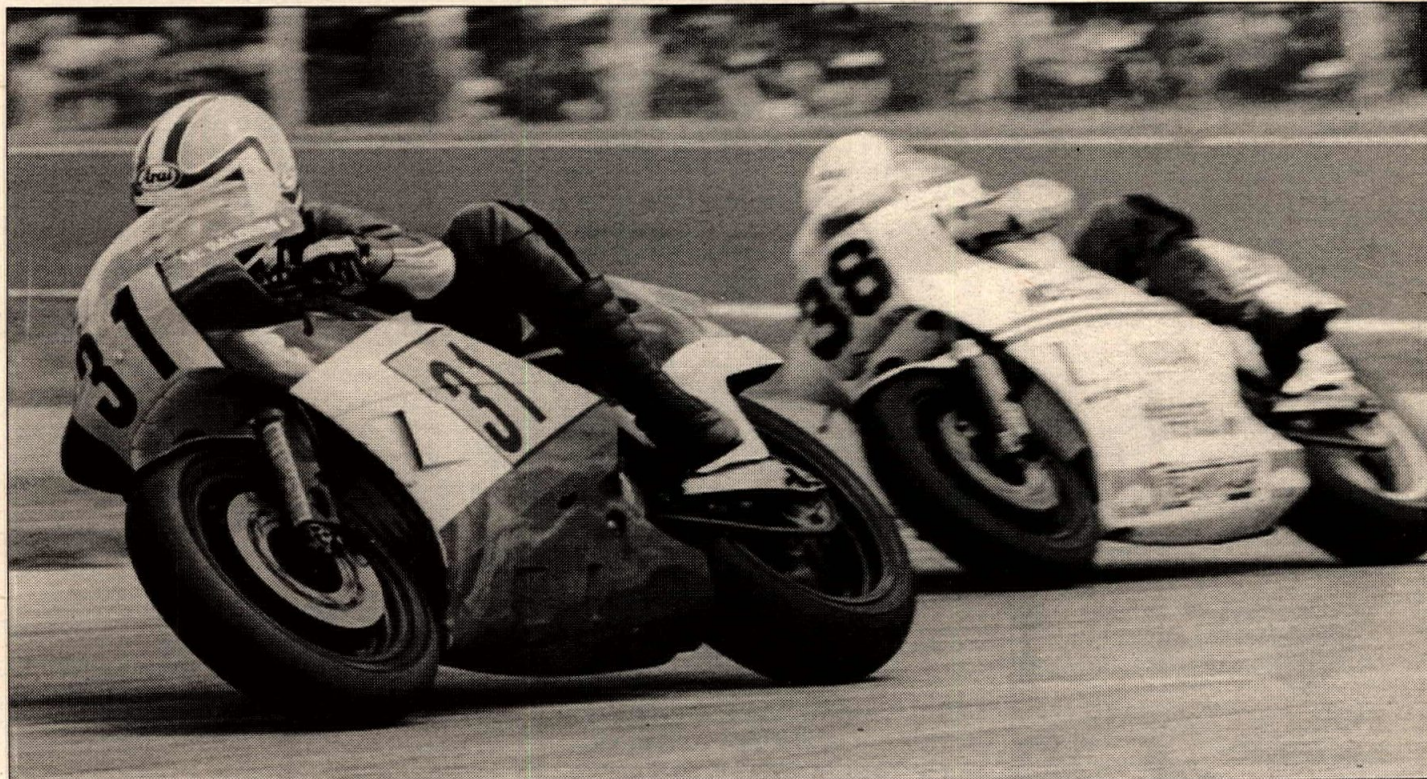
Toni Mang, who finished second. That means he only needs a fourth place from the last three races even if Mang wins all the remaining rounds. No one else can catch Spencer for the championship.

It was not quite a start-to-finish victory, but after five laps sitting right on Mang's tail, Spencer pushed the works Rothmans Honda past Mang's Marlboro-sponsored Honda and opened up a lead at the rate of one second a lap. Fausto Ricci moved into third place on his Rothmans Honda after passing the Yamaha of Carlos Lavado, who then had to do battle for the rest of the race with Manfred Herweh on the Massa Real, Pierre Bolle on the Parisienne and his Honda-mounted teammate, Jacques Cornu.

That battle for fourth went right to the line as did the struggle behind, which by half distance was contested by Jean Francois Balde. Juan Garriga, Dominique Sarron, Luis Reyes and Carlos Cardus. Cardus crashed on lap 19 and was just one of many fallers, that included Reinhold Roth and Maurizio Vitali. Martin Wimmer, second fastest in practice, did not even start the race, having fallen in practice and badly sprained his wrist.

Spencer later pointed out that it was no easy task to get past Mang. "His bike was faster than mine on top speed and I could not even use the slipstream to get past him on the run over the hill after the start and finish. My bike just over-revved and ran out of power. I got by after the kink in the back straight because he was shutting off through there while I went through flat out. I ran up behind him and his slipstream helped my run past before the braking point for the next right. I looked behind and I'd got well past him yet he nearly got by again up the main straight before I could break away completely."

As Spencer pulled away — eventually to win by nearly 10 seconds — Mang settled down to maintain his advantage over Ricci, who after an initial strong charge, also had to watch his tail because of the group behind. Herweh eventually took fourth with some decisive last-lap



Mike Baldwin (31) scored a World Championship point in his last Grand Prix of 1985 with a 10th place finish in LeMans; Baldwin will return to the U.S. in hopes of regaining his American Road Race Championship.

braking, crossed the line in front of Lavado, whose machine was far too slow. Balde won the eighth place battle from Sarron and Reyes and Garriga being unlucky to finish out of the points.

Stefan Dorflinger won his second 80cc World Championship and his fourth title in a row on the Herbert Ritberger and Louise Christen-built Krauser. The Swiss ace took a careful second place behind Angel Nieto on the Derbi, who proved that there is life in the old dog yet. Dorflinger led convincingly after passing early leader Manuel Herreros, who then crashed. Derbi team leader Aspar Martinez had crashed even earlier trying to make up for being last off the line. When Dorflinger was informed that both his championship competitors were out of the race, he throttled back, letting Nieto past.

Ian McConnachie proved once again that he is the man to watch in the future by pulling through from 21st to third only to have his Krauser get sick in the last few laps, dropping him to ninth.

The Garelli team of Ezio Gianola and Fausto Gresini put on a high speed demonstration dominating the 125cc race with Gianola crossing the line just in front. Gresini now takes the lead in the championship from Pier Paolo Bianchi, who finished a steady fifth on the MBA behind

Domenico Brigaglia and lonely third-place-man Bruno Kneubuhler.

Egbert Streuer and Bernard Schnieders dominated the sidecar race in great style after fighting past Rolf Biland and Kurt Waltisperg, who led for the first two laps. Despite increased power from steady development work, Biland's outfit is still not fast enough to match Streuer and he was having trouble fighting for second with Werner Schwaerzel and Fritz Buck when the con rod of the special Krauser engine broke after 13 of the 22 lap race.

Schwaerzel went on to take a comfortable second ahead of a great battle between Masato Kumano and Helmut Diehl, Frank Wrathall and Graham Rose. Alain Michel and Jean Marc Fresk had retired after two laps with no clutch.

Results

500: 1. F. Spencer (Hon); 2. R. Roche (Yam); 3. R. Mamola (Hon); 4. Eddie Lawson (Yam); 5. R. Haslam (Hon); 6. P.E. Samin (Hon); 7. S. Pons (Suz); 8. G. Reiner (Hon); 9. F. Biliotti (Hon); 10. M. Baldwin (Hon).
TIME: 45 min., 58.33 secs. (99.66 mph).
RECORD LAP: C. Sarron (Yam) 1 min., 33.92 secs. (100.93 mph).

500 POINT STANDINGS: 1. F. Spencer (111); 2. E. Lawson (94); 3. C. Sarron (62); 4. W. Gardner (61); 5. R. Haslam (57); 6. R. Mamola (50); 7. (TIE) D. de Radigues/R. Roche (34); 9. R. McElnea (19); 10. B. van Dulmen (14).
500 QUALIFYING: 1. F. Spencer (1 min., 33.47 secs.); 2. C. Sarron (1:33.63); 3. E. Lawson (1:33.73); 4. W. Gardner (1:34.13); 5. R. Roche (1:34.70); 6. R. Mamola (1:34.90); 7. R. Haslam (1:35.45); 8. D. de Radigues (1:36.06); 9. P.E. Samin (1:36.54); 10. R. McElnea (1:37.03).

250: 1. F. Spencer (Hon); 2. A. Mang (Hon); 3. F. Ricci (Hon); 4. M. Herweh (Real); 5. C. Lavado (Yam); 6. P. Bolle (Par); 7. J. Cornu (Hon); 8. J.F. Balde (Yam); 9. D. Sarron (Hon); 10. L. Reyes (Cbs).
TIME: 40 min., 00.74 secs. (94.75 mph).
RECORD LAP: F. Spencer 1 min., 39.10 secs. (95.65 mph).

250 POINT STANDINGS: 1. F. Spencer (119); 2. A. Mang (82); 3. M. Wimmer (69); 4. C. Lavado (67); 5. L. Reggiani (34); 6. F. Ricci (32); 7. A. Carter (20); 8. (TIE) C. Cardus/J. Cornu (17); 10. R. Roth (16).
250 QUALIFYING: 1. F. Spencer (1 min., 39.34 secs.); 2. M. Wimmer (1:39.71); 3. A. Mang (1:40.05); 4. C. Lavado (1:40.07); 5. J. Foray (1:40.30); 6. M. Herweh (1:40.44); 7. C. Cardus (1:40.45); 8. A. Nieto (1:40.52); 9. D. Sarron (1:40.62); 10. F. Ricci (1:40.81).

125: 1. E. Gianola (Gar); 2. F. Gresini (Gar); 3. B. Kneubuhler (LCR); 4. D. Brigaglia (MBA); 5. P.P. Bianchi (MBA); 6. J.C. Selini (MBA); 7. A. Auinger (MBA); 8. G. Ascareggi (MBA); 9. H. Olsson (MBA); 10. O. Liegeois (MBA).
TIME: 39 min., 11.46 secs. (88.75 mph).
RECORD LAP: E. Gianola 1 min., 45.08 secs. (90.21 mph).

125 POINT STANDINGS: 1. F. Gresini (76); 2. P.P. Bianchi (75); 3. E. Gianola (57); 4. B. Kneubuhler (50); 5. A. Auinger (42).

80: 1. A. Nieto (Der); 2. S. Dorflinger (Kra); 3. H. van Kessel (H-C); 4. J.M. Velay (Cas); 5. G. Waibel (Real); 6. D. Blanco (Aut); 7. P. Rimmelzwaan (Har); 8. G. Kafka (Seel); 9. I. McConnachie (Kra); 10. T. Timmer (H-C).
TIME: 1. 32 min., 43.35 secs. (82.07 mph).
RECORD LAP: 1. J. Martinez (Der) 1 min., 53.19 secs. (83.74 mph).

80 POINT STANDINGS: 1. S. Dorflinger (76); 2. J. Martinez (52); 3. G. Kafka (42); 4. M. Herreros (40); 5. G. Waibel (32).

SIDECAR: 1. E. Streuer/B. Schnieders (Yam); 2. W. Schwaerzel/F. Buck (Yam); 3. M. Kumano/H. Diehl (Yam); 4. F. Wrathall/G. Rose (Yam); 5. D. Jones/B. Ayres (Yam); 6. M. Egloff/U. Egloff (Yam); 7. A. Zurbrugg/M. Zurbrugg (Yam); 8. L. Casagrande/R. Nydegger (Yam); 9. G. Gleeson/K. Chapman (Yam); 10. R. Steinhausen/B. Hiller (ARO).
TIME: 37 min., 05.94 secs. (93.68 mph).
RECORD LAP: E. Streuer/B. Schnieders 1 min., 39.50 secs. (95.27 mph).

SIDECAR POINT STANDINGS: 1. W. Schwaerzel/F. Buck (61); 2. E. Streuer/B. Schnieders (58); 3. R. Biland/K. Waltisperg (50); 4. A. Zurbrugg/M. Zurbrugg (26); 5. S. Webster/T. Hewitt (22).

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GP
Gossip

Baldwin no more Grands Prix

Mike Baldwin has decided to axe his Grand Prix campaign after the French Grand Prix and will compete in the last three Formula One AMA championship races. He leads the AMA Championship chase by seven points but has to compete in the last three races to have a good chance of being number one for the fourth year in succession as two out of the last three world Grands Prix clash with AMA races.

Unfortunately this means he has given up the chance of finishing in the top 10 in the World Championship, but possibly he will be given the best machines by Honda next year for an all-out World Championship bid.

Mamola, Gardner get fours for the British Grand Prix

After winning the Laguna Seca race on the V-four Honda, Randy Mamola is certain to get the use of one for Silverstone and very likely the rest of the season. He won last year's British Grand Prix on one at the same circuit and Honda would very much like to see him back up Spencer, should Spencer win, and push Lawson down to third place — something which Mamola has not been able to do on the triple.

Wayne Gardner may well also get the use of a four for the same reason as Mamola and to help him in his bid to beat Yamaha-mounted Christian Sarron for third place in the championship.

Race Aid

After the multi-million-dollar fund-raising pop concert spectacular at Wembley, Franco Uncini has come up with the idea of a race meeting where all riders will give their services free to aid the Ethiopian famine relief charities.

A possible date for the event is September at Donington Park but it will be a major organizational problem at this short notice to get men, machines and a circuit all organized in time.

Dunlop radial

Toni Mang used a low-profile Dunlop radial for the first time during practice at Le Mans and the test was so successful that he decided to race on it. There were not enough for the other top men like Martin Wimmer to try but more will be made in time for Silverstone. The enlarged contact patch provided by the flex of the radial carcass helps drive out of the corners.

Wimmer, Lavado, Herweh crash

Martin Wimmer fell from his Yamaha after 15 laps of Saturday morning's session at LeMans when the engine seized. No reason could be found for the failure and an ingestion of a foreign object was strongly suspected. He suffered a badly sprained right wrist. Manfred Herweh and Carlos Lavado both fell unhurt earlier in the week and August Auinger bruised his hip when he slid off the Bartol-tuned MBA 125.

Elf Team crashers

The revolutionary Elf had its problems during practice and they started with LeLiard falling during the first unofficial period on Tuesday when

the front end started hopping badly under braking and threw him off. When official practice started on Friday the chain broke on the first lap and smashed the gearbox casing.

His teammates, Didier de Radigues and Pierre-Etienne Samin, on the standard NS and RS500 Hondas were also in the wars as Samin took de Radigues' front wheel out from under him on Friday. The Frenchman stopped to pick up his Belgian teammate and took him back to the pits. Samin then crashed heavily in the last session on Saturday.

Spencer three or four

There were shades of 1984 during Saturday morning practice when Spencer went out for a few laps on the three-cylinder NS500 Honda. He only managed four laps in the limited time and reluctantly decided that he had no choice but to use the four.

"This track is so small that all you do is accelerate and brake and the four has so much power that it's too fast for the circuit — especially as the track is so bumpy. I would like to have used the three but we didn't have time to try it enough and it's more sensitive than the four," Spencer said. "Although I think that I could've gone faster on the three, I wouldn't want to have the three break down in the middle of the race and some points are better than none. It still might work out all right using the four."

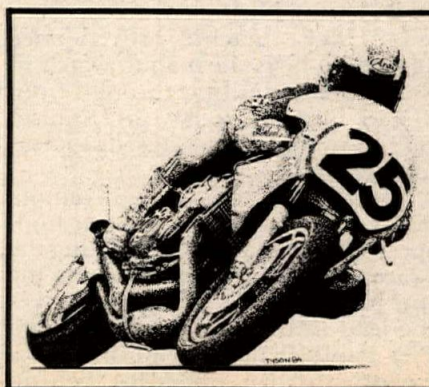
Takazumi Katayama retires

Korean-born Japanese Takazumi Katayama announced his retirement after not going out during official practice at LeMans on his works NS500 Honda. He stated that he would compete no more. His plans for the following year are not certain but he stated that they would involve motorcycle racing.

"I know that the time is right to stop. I always knew that I would realize the right time to stop and I would then not continue to the end of that race or that season, but would stop at that moment and this is it," said Katayama. "This year I have not had the right feeling for racing and that has nothing to do with the results but there are many reasons which make this the time to retire."

Katayama started Grand Prix racing in 1974 and won the 350cc Road Racing World Championship for Yamaha in '77. After the disastrous years with the Honda NR500 four-stroke in 1979-'80 and '81, he was retained by the factory to race the two-stroke the following year. He won the Swedish Grand Prix at Anderstorp on the triple in '82. The 1983 season ended with a nasty fall at Imola — that kept him out of action for much of '84 with a back injury. He scored his first points of '85 with an eighth in Belgium.

There were rumors spreading in the paddock at LeMans that his stated retirement was in fact a ruse to keep secret the fact that he would be testing new machines for Honda to ready for another attack on the World Championship in '86.

125cc MX World
Championship Series: Round 7Andreani wins
SMGP

By Dave Smith

BALDASSERONA, SAN MARINO, JUNE 30

In front of 15,000 spectators, Italian riders totally dominated the San Marino GP at Baldasserona. Giuseppe Andreani and his Aprilia literally stole the overall win from 17-year-old Massimo Manzo on the final lap of the second moto. Both riders tied on points gained, but Andreani's win in the second moto gave him the overall victory.

Third on the day went to second in the series, Corrado Maddii, who it must be said worked overtime to get onto the rostrum. However, he did close the points gap to 13 on series leader Dave Strijbos.

Manzo led the first moto from start to finish on the little-known-outside-Italy TM machine, although he was under constant pressure throughout from Finland's Mike Kouki and Manzo had only a half-a-wheel margin of victory at the finish line.

Maddii climbed the leaderboard after gating 10th, but only in the final two laps was he able to pass American newcomer Mike Beier for third. Beier tried too hard to immediately come back, crashed and lost four more places to take an eventual eighth.

Strijbos held third place for half the race and on two occasion actually got his Honda within striking distance of the leading pair, but two falls, one when trying too hard to get by, caused him to eventually finish seventh.

KTM's Kees Van der Ven left the start with the leaders but crashed on the opening lap. He never gave up the chase though and finally finished just outside the points in 16th place.

Moto two commenced with Cagiva-mounted Massimo Contini taking the initial advantage but very quickly similarly-mounted Pekka Vehkonen, wishing to make up for a disappointing first moto 12th, took the lead and quickly opened up an 11-second advantage.

Over the last five laps a charging Andreani whittled this away and struggled through when the Finn momentarily stalled on a corner. But he didn't get through without incident, for the Aprilia rider nearly didn't make it round the outside, he was traveling so fast.

Vehkonen threw everything at Andreani in the closing lap and at the flag just over one second (a couple of bikelengths) separated them.

Maddii again came through to third, starting only two positions better than in moto one and he finally took the tiring Manzo on the final lap.

Strijbos was never really in the hunt the second time out, starting and finishing in sixth place, and being followed home by fellow countryman Van der Ven, who came through from a 12th-place start.

Results

1ST MOTO: 1. Massimo Manzo (TM); 2. Mike Kouki (Suz); 3. Corrado Maddii (Cag); 4. Giuseppe Andreani (Apr); 5. Massimo Contini (Cag); 6. Alain Lejeune (Suz); 7. Dave Strijbos (Hon); 8. Mike Beier (Kaw); 9. Arto Panttila (KTM); 10. Jacky Martens (KTM); 11. Pierangelo Tedeschi (KTM); 12. Pekka Vehkonen (Cag); 13. Guy Van Gijseghe (Hon); 14. Petr Kovar (Kaw); 15. Franco Rossi (Cag).

2ND MOTO: 1. Andreani; 2. Vehkonen; 3. Maddii; 4. Manzo; 5. Fabrizio Pirovano (Apr); 6. Strijbos; 7. Kees Van der Ven (KTM); 8. Contini; 9. Kouki; 10. Lejeune; 11. Rossi; 12. John Van der Berk (Yam); 13. Tedeschi; 14. Panttila; 15. Ditmar Lacher (KTM).

POINT STANDINGS: 1. Strijbos (203); 2. Maddii (190); 3. Vehkonen (175); 4. Van der Ven (122); 5. Van der Berk (102); 6. Lejeune (92); 7. Andreani (87); 8. Martens (86); 9. Panttila (72); 10. Kouki (66).



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Voices

(Continued from page 4)

generally that put the AlohaCross Supercross in that series. You might find that additional motorcycle exposure in the Stroh's Circle of Sports will be forthcoming before the year's end.

As I am sure you are most aware, I think it's important to give sponsorship credit where credit is due and Stroh's deserves considerable credit for taking the initiative in sponsoring the mile races this year, putting them on television and putting other motorcycling events on television as and when the situation presents itself. Just as an additional note, I think you ought to be commended on the work you've done on the CPSC situation. The initiative you took is something that should be an example to many other people within the industry.

PETER STARR
Peter Starr Sports Productions
Woodland Hills, CA

Mr. Starr's company films motorcycle racing . . . Editor.

Racing to sell

An open letter to the motorcycle manufacturers who market products in the USA. Subject: Racing.

An article in the July 22 issue of Business Week, "Race-car thrills that the public can buy," and a weekend at the Champion Spark Plug 200 at Laguna Seca have created a situation which the motorcycle manufacturers must eventually face.

According to Mr. Peter W. Schutz, President of Porsche, "The company's performance on the track is what makes a Porsche a Porsche . . . Racing is the demonstration of our corporate competence in technology . . . It is part of what our customers have bought."

Nearly 50% of Porsche's 45,000 unit sales and 60% of its \$30 million profits on worldwide sales of \$830 million come from the American market. Subject: Laguna Seca.

Most people came to see racing which didn't happen. Where were the factory riders with factory bikes? Where is the technology, the flair, the products, the commitment, the enthusiasm?

How about the dealer pride, the consumer identification and desire to ride the best? It seems that the factories have decided to quit racing.

Let's let Porsche set an example for the way to present and demonstrate high performance quality is to race and win on the track.

Final point. According to Schutz, "Our cars are not bought to be used, they're bought to be enjoyed. One does not buy a mink coat to keep warm."

Motorcycles and Porsches are in many ways alike. Let's go racing and get the sales of motorcycles up where they should be.

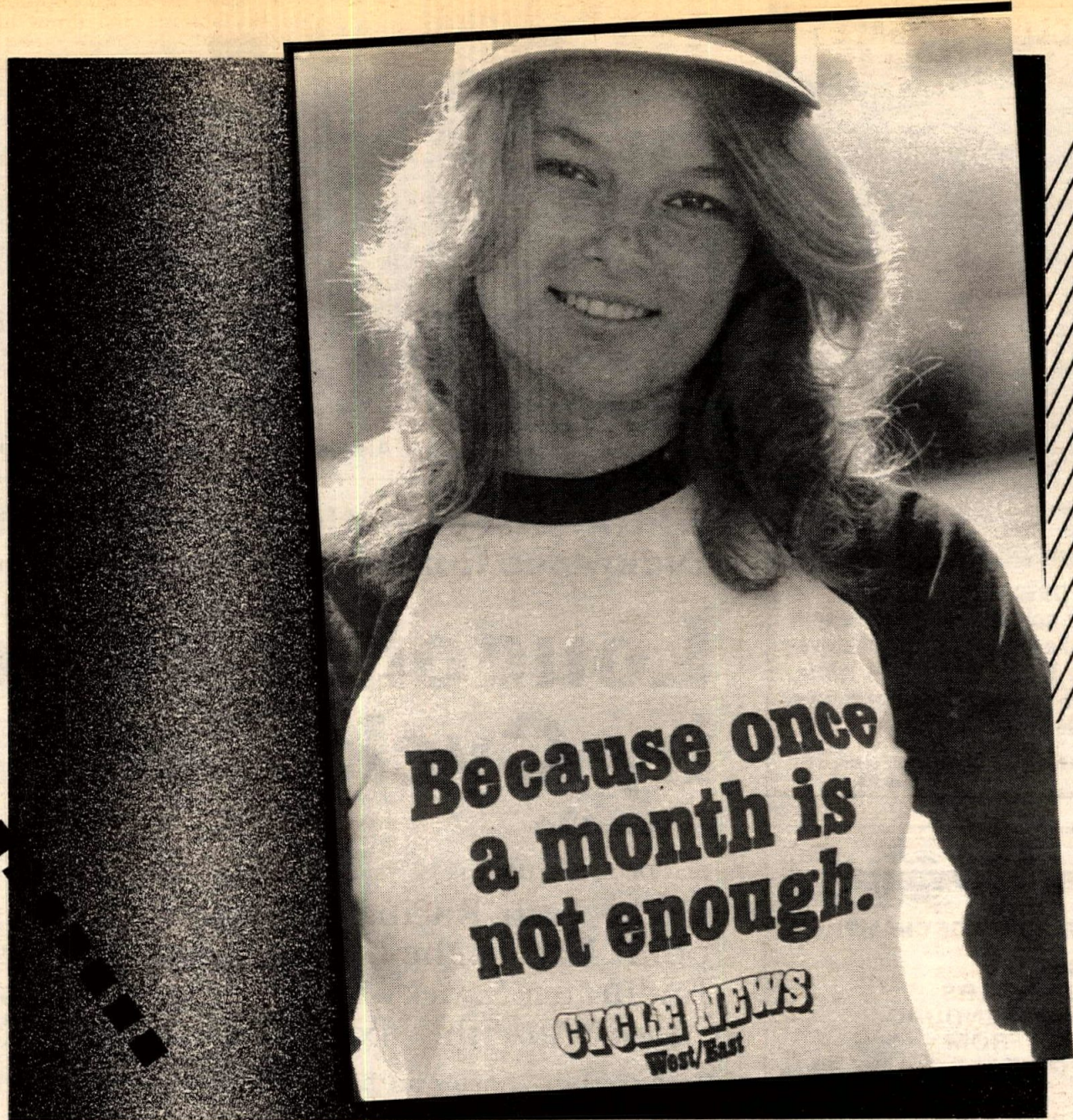
PETER LOCASCIO
Beaverton, OR

ORVs and mining laws

This is in reference to a letter in your Voices section (Cycle News, June 19) on off-road riding as it relates to the general mining laws.

The assumption that the "knowledgeable need not" respect vehicular closed areas is false. It is true that vacant public lands are open to the public for prospecting and on dis-

(Continued to page 21)



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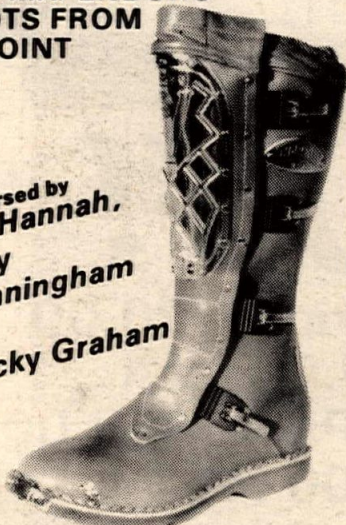
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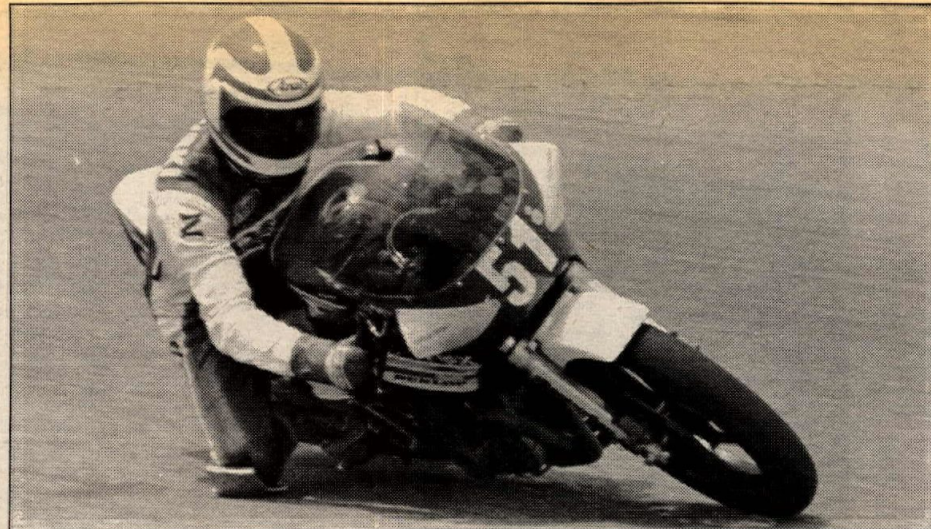
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Joey Osowski (shown), Dave Aldana and John Kocinski won at Loudon.

WEA/Wiseco National Championship Endurance Road Race Series: Round 6

Loudon toppled by Cycle Tech

By Leon Clark

LOUDON, NH, JULY 13-14

Cycle Tech Racing extended their overall point lead in the best-nine-finishes WERA Endurance Series with a win at Bryar Motorsports Park the sixth of 13 rounds. Cycle

Tech's margin of victory in the six-hour event was two laps over Team Hammer. Team captain David Aldana, Joey Osowski and John Kocinski piloted the Cycle Tech/Fox/Arai/Vance & Hines-backed Suzuki GSXR750 for 281 laps (489.6 miles) around the demanding 1.6-mile Loudon circuit. Team Hammer completed 279 laps, while third place Speed Boys finished with 272 laps. The six-hour event, slated to start at noon, was delayed until 1:10 due to a shortage of corner workers and late-starting practice.

While the Suzuki/Bel-Ray/Kerker/Dyna S/Arai/Emgo Dunlop-sponsored, GS1150-based Hammer entry ridden by Russ Paulk, Dave Schlosser and Tim O'Kennedy was considered by most to be the pre-race favorite, the Cycle Tech entry proved better suited to the tight and twisty Loudon circuit. The torque and horsepower of the Hammer entry ate up rear tires, forcing Hammer to make a tire change in the third hour and the change cost them nearly two laps. Additional problems with a clutch housing bushing that popped out caused the Hammer entry to be as many as four laps down in the third and fourth hours.

A gamble by Cycle Tech owner and team manager Bill Foster paid off as the team was able to go the distance with one set of tires. "I decided to go with the medium compound tires rather than the harder compound recommended by Stanley Chan of Dunlop. Stanley said the tire wouldn't go more than three hours, so we had another set ready to go. I figured we'd need a softer compound to stay up with Team Hammer," said Foster. "The set we started on lasted just fine."

The delayed start saw the Parts Unlimited/Metzeler/Spectro/Koni-sponsored Yamaha FZ750 of Speed

Boys lead the first lap, followed by the Wiseco/Metzeler Yamaha 1157 of Northridge Racing, the Bob Nichols Motorsports-backed Yamaha FZ750 of Palmer Racing, and Team Hammer with Cycle Tech fifth. The 33-entry field quickly sorted itself out, and Cycle Tech had the lead by lap five. Cycle Tech was there to stay with the exception of the second hour when they duelled with Hammer after the two teams put four laps on the rest of the field. Schlosser started for Hammer, with Osowski first up for Cycle Tech.

The first round of pit stops saw Hammer switch to Paulk, while Cycle Tech mounted up 17-year-old Kocinski — known to his team as "Flash." These two riders posted the fastest lap times of the day, with Paulk chalking up a one minute, 12.37 second lap, while Kocinski ran a one minute, 12.65 second fastest lap. The rest of the riders from these teams were turning one minute, 14 to 15 second circuits.

Team Hammer was out front by 12 seconds near the end of the second hour thanks to Paulk's quickness and consistency in traffic, but they lost the lead during a pit stop. Paulk handed the bike to O'Kennedy.

By the end of the third hour, Cycle Tech's leading margin had grown to four laps as Hammer changed the rear tire and then had an unscheduled stop to replace a clutch housing bushing. As Hammer fell back, Paulk was given the lion's share of riding duties in an attempt to catch Cycle Tech. Paulk's aggressive riding got back two laps by the finish, but was not without incident as he got into such a vicious tank slapper coming out of turn eight that his helmet shattered the plexiglass bubble on the fairing.

"I got so sideways that I thought I'd had it," said Paulk. "I was looking for a place to land. This motor

PHOTO BY C.E. RIFE

has so much torque that it lights up the tire coming off the slower corners."

The Hammer bike was also chattering the front end badly under braking and rider Tim O'Kennedy said the team needs more time to dial in the new aluminum frame and that it differs considerably in set-up from the Moriwaki frame the team had been using. With both ends of the bike pogoing in tandem at times, the Hammer entry looked to be a handful to ride. O'Kennedy said, "This is my first time at this track, and I'm not going as fast as I would like."

All was not smooth sailing for Cycle Tech, however, as Kocinski had problems too: "I was just happy to keep it up. It was sliding all over in turn two and sometimes in turn 10. I didn't have enough brakes going into turn six." Kocinski was sporting a fat blister covering the entire pad of his right middle finger as a testament to braking problems. Cycle Tech went on to win over Hammer.

Behind the leaders, Speed Boys, with riders Larry Burkholder, Mark Heiser and Bob Frank, had a tight duel with Clarke Palmer and Brian O'Shea of the Palmer Racing entry. Both teams stayed on the same lap with Palmer holding down third for the first five hours. Palmer had cut a cast off his wrist an hour before the start while O'Shea's first time on an FZ750 was that morning in practice.

Speed Boys fell from fourth to sixth in the fourth hour, but were able to rally back after a discharged battery cost Palmer Racing five laps and a controversial one-lap penalty in the fifth hour.

The Team LSR entry, sponsored by Leo Saede Racing and Manchester Honda, and ridden by Scott Lyman and Edgar Hinton, took advantage of Palmer's misfortune to clinch fourth overall. Team LSR's aging Honda CB900F made an amazing charge, having had no front brake since the end of the first hour. Lyman said, "We figured this would happen. This bike's brakes always go away quickly. We tried to make it last by coasting through the turns, but using so much rear brake sure makes the rear wheel hop going into corners."

M & M Racing, on the Ontario Honda/AGV Yamaha FJ1100 ridden by Ben Martinez, Ralph Murphy, Linda Murphy and Laura Angas, took sixth overall and first Heavyweight Production honors. A very elated Martinez said, "We're real happy that no one in our class caught us. We could do 17s, but our new rear shock really faded, so we were doing 20s and 21s." This was only the second outing for the team.

Twenty-two teams finished the race, out of 33 starters. Of the non-finishers, the "Best Try" award has to go to the Freedom Kawasaki-Honda/Parts Unlimited/Nelson Gam Beta/Tri-City Kawasaki-sponsored Ninja 600 of Team Wanker. Ridden by Mike Murphy, Ken Welty, Dick Blanton and Dave Alley, the Wanker entry spent 52 of the first 117 minutes in the pits fixing clutch and overheating problems. Wanker continued pitting every five to 10 laps until the sixth hour with overheating. Second in points in their class coming into the race, Wanker team spirits never sank despite their problems and a paltry 54 laps completed. Perhaps their team's T-shirt slogan says it best: "Un-matched in method-unequaled in perversity-undaunted in defeat-unbearable in victory."

Results

ENDURANCE

OVERALL: 1. Cycle Tech Racing (Suz); 2. Team Hammer (Suz); 3. Speed Boys (Yam); 4. Team LSR (Hon); 5. Palmer Racing (Yam); 6. M & M Racing (Yam); 7. Hacksaw (Kaw); 8. Cycle Speed Racing (Yam); 9. Solmax Racing (Yam); 10. Motohead (Yam).

Voices

(Continued from page 19)

covery of a mineral, to locate and purchase. But, the "knowledgeable" should have read on in the mining law of 1872, contained in 30 USC 22, and found out that the rights granted by the mining laws shall be "under regulations prescribed by law," and that those regulations shall be issued by the Secretary (43 USC 1201).

The body of federal mining laws begins with the act of 1872. Several laws have been passed since then that refine the principles of the act. Of particular note to the issue of off-road riding is the Federal Land Policy and Management Act of 1976, which states, "In managing the public lands the Secretary shall, by regulation or otherwise, take any action necessary to prevent unnecessary or undue degradation of the lands."

Regulations have been published that provide for these purposes. They are 43 CFR Subpart 3802 — Exploration and Mining, Wilderness Review Program, and 43 CFR Subpart 3809 — Surface Management. The 3802 regulations pertain to lands under wilderness study. These regulations require a BLM approved plan of operation for any operations using motorized vehicles over other than "open use areas and trails." The 3809 regulations pertain to lands not under wilderness study. In those regulations, "casual use" may occur without filing a notice or plan of operations with the BLM. However, "casual use" does not include the use of motorized vehicles off existing ways or trails.

The minimum that must be done on most public lands is the proper filing of a notice prior to any operation of motorized vehicles off existing ways, trails or routes. Such notices shall contain the name of the operator, a description of the proposed activity, location in sufficient detail to locate the activity on the ground, and giving the approximate date when such operations will start. Notices must be filed at least 15 calendar days before commencing any operations. However, in the California Desert Conservation Area, any such operation of motorized vehicles off existing routes or on routes designated as "closed" to motorized vehicles requires a BLM-approved plan of operation. BLM has 30 days to review a plan before approval or notification that changes are necessary before operations can begin.

We hope that this information will clarify the issue of how the mining laws relate to off-road riding. We hope that off-road users will understand that carrying a "pick and shovel" does not exempt them from motorized vehicle restrictions.

We ask that all motorized vehicle users, both "knowledgeable" and otherwise, cooperate with and respect motorized vehicle regulations on the public lands.

GERALD E. HILLIER
District Manager
Bureau of Land Management
Riverside, CA

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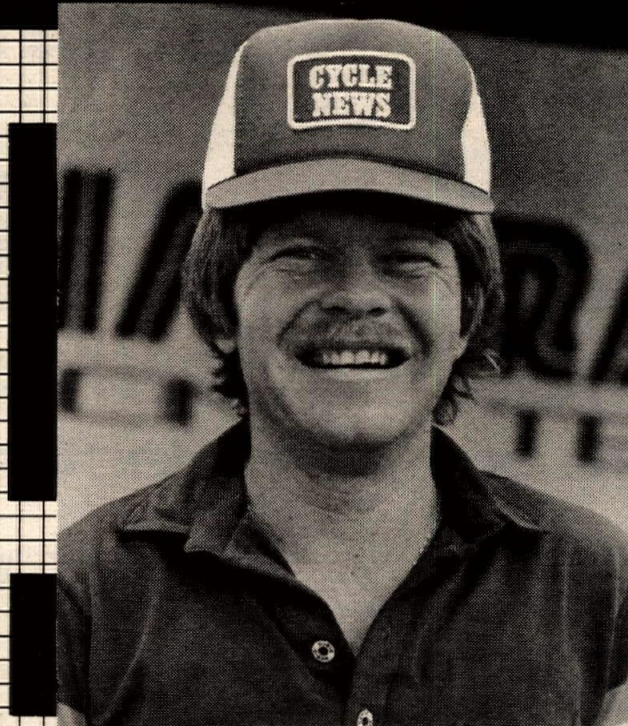
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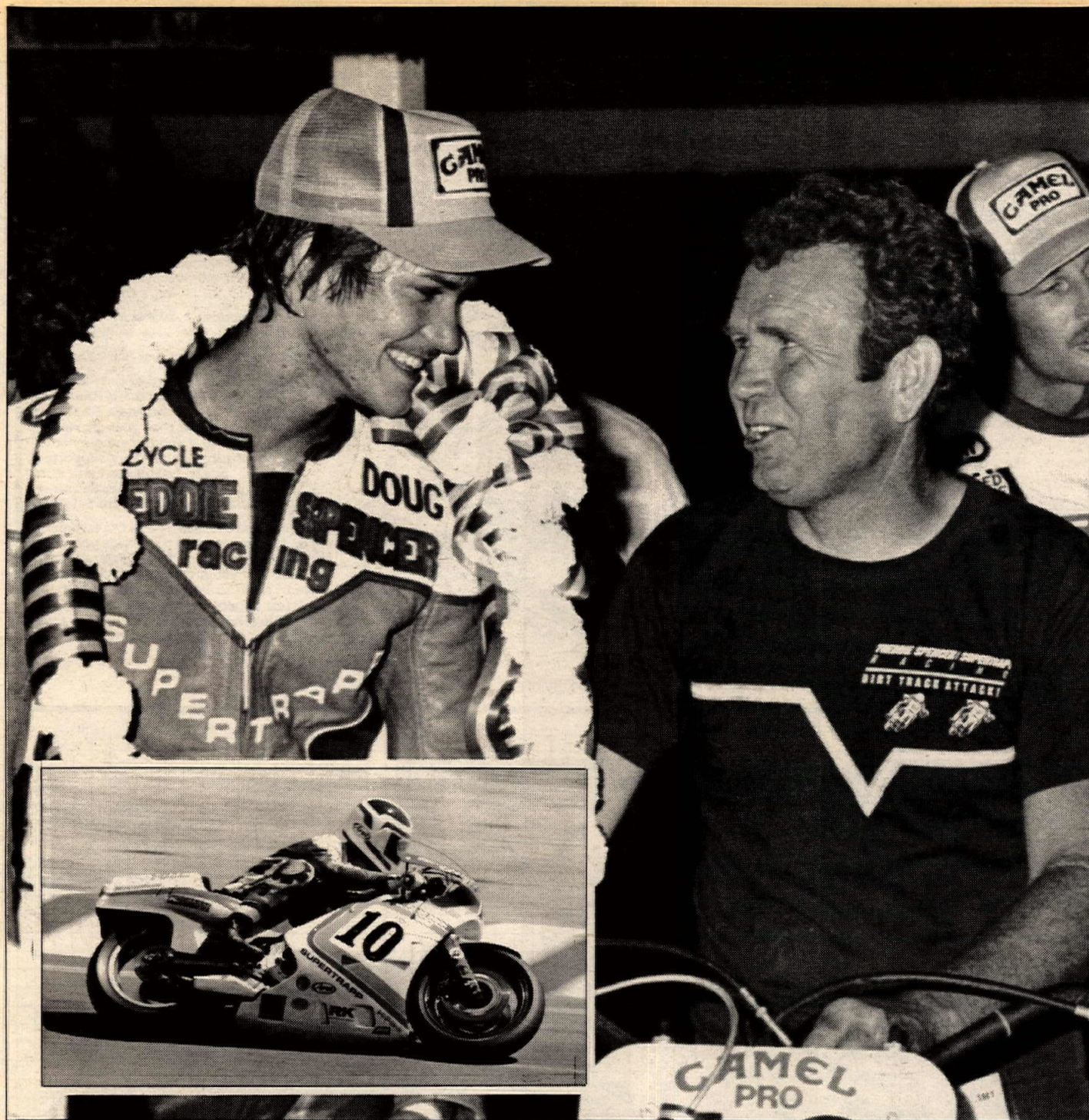
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Doug Chandler/Jerry Griffith

"We've got to make our own destiny"

By Gary Van Voorhis

Photos by Bert Shepard and Van Voorhis

The Camel Pro Series reached the halfway point in the 29 race season at Pocono, the 15th round of the series. The name at the top of the point standings at that time was Doug Chandler, Camel Pro Series Rookie of the Year in 1983, and the leader of the young lions chipping away at the armor of the old guard.

The position at the top of the point standings did not come as a surprise to Chandler, 19, or Jerry Griffith, his tuner, mentor and team manager/organizer of the Freddie Spencer/SuperTrapp Racing-backed effort. It wasn't totally expected either — hoped for and worked hard for, yes, but not totally expected at this stage of the season. In fact, in the game plan at the beginning of the season, it was Chandler's teammate, Randy Goss, who was expected to be the rider challenging for the AMA Grand National Championship title. However, Lady Luck has not smiled on Goss and he stands a distant eighth in the standings.

We caught up with Chandler and Griffith at the Pocono National Road Race, two days after Chandler won the Sante Fe National TT and moved to the top of the standings. In separate conversations, although they were asked some similar questions, the two discussed being on top, what they hope will transpire during the rest of the season and a number of other things.

Doug Chandler

Did you think you'd be in the point lead at this stage of the season?

Not really. I wanted to keep the pressure on Bubba (Shobert), but I never thought I'd get the lead like I did with a win at Santa Fe in the TT National. I had it in the back of my mind if I did get the point lead I wanted to do it at a dirt track National. The road racing points I scored (38 through Pocono) were to get close, but dirt track is the meat of the season and taking it like I did makes me feel real good, especially winning and taking the lead.

How did the opportunity to go road racing come about?

It was a quick deal because we got the bike just before the Sears Point National. We had been looking for one since Daytona, but nothing was available. We got the bike — a Honda RS500 Wes Cooley raced last year — Wednesday before the National that coming weekend, put a quick paint job on it and were at the track for practice on Thursday afternoon. It was the first time I'd even put a leg over a GP bike. It felt awkward to ride at first, but I was lucky and got in a lot of practice time which gave me

confidence.

I ended up finishing third even though I was having problems with the front brake. Things were going so well before the brake problem I thought I would put some pressure on Rich Schlachter in second, but after the brakes started going away, I decided the smart thing was to cool it. Jerry Griffith, who tunes my dirt trackers and the road racer, and Jim Chisholm, a former sponsor of mine, went halves on buying the bike for me.

Going road racing has helped me out in two ways; it proved to be a smart move in adding extra Camel Pro Series points to my tally, and it's giving me experience I'll be able to use in the future. My long-range goal is to go to Europe and race the GPs like Freddie Spencer and the rest have done.

Even though I've had some good finishes and feel pretty comfortable on the bike, I'm not letting this confidence go to my head. I know if I do, I'll probably end up crashing and that doesn't do anybody any good.

This is the second season you and Jerry have worked together. How did the association come about?

Jerry has helped me out since I was a Novice. He gave me two bikes to race when I was a Novice, although he didn't work on them. When I was a Junior, Jerry was working for Honda

and they didn't have any used 750cc equipment at that time, so Jim Chisholm stepped in and bought me a Harley-Davidson XR750. He sponsored me on the miles and half miles and I rode Jerry's equipment on the short track and TTs. Jim is from Salinas (California), the same town I'm from, and he's always been behind my racing. My dad bought me my first motorcycle and when it came time for another one, he bought it from Jim. Ever since then — I was about six at the time — Jim has had something to do with my racing and has stayed with me through motocross, dirt track and now road racing.

How does it feel to be on a new team with a new teammate?

I like it really well and I believe it's been good for me as an upcoming rider because Randy has been in the game almost 10 seasons and has been National Champion twice. He helps me out when I need help and I help him out too. It works good and there's no friction between us or in the team. It's a smooth operation which makes it that much better and easier to do our jobs.

Did you set yourself goals at the start of this year?

Yes. The goal this year was to finish the season better than I did last season. I ended 1984 fifth in the final standings so anything better than that would meet my goal. What I really want to do, as does probably any racer, is win the championship. If I did this year I'd be one of the youngest to win it, since the final National of the season is four days (September 29) after my 20th birthday.

How do you see the last half of the season shaping up?

It should be interesting. There are two more road race Nationals I can ride and there are seven mile Nationals plus some half miles and a TT. I think I can run with Bubba, Ricky and the rest on the miles. We did in the first half of the season, but it seemed there was always a problem like the chain breaking at San Jose, or something going in the engine or a wrong tire choice. We learned from those problems and have, hopefully, cured what engine problems we've had. The main thing is to keep the program we've got running smooth. If there's no friction between anybody and the motors stay together then it's up to me to do the best I can and that's the way I want it. If I lose a race or whatever, I want it to be because of me and not because something happened to the bike.

Can your machinery hold up to the test at the end of the season when reliability becomes so critical and the title chase might boil down to a factory versus non-factory supported rider?

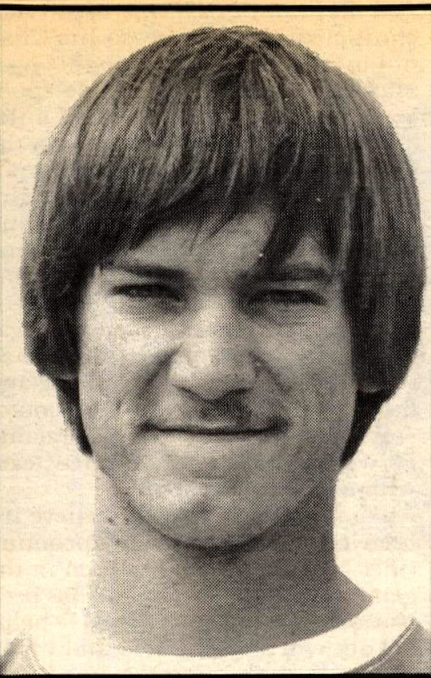
It might be a problem, but if it gets toward the end of the season and we're still running strong I think we'll have plenty of parts and pieces and everything will be fresh. The title chase is going to be close and that's the way it should be.

How did you develop such a positive attitude?

I guess it goes back to when I rode minibikes because I was a dominant rider at that time and learned to think positive, to go to the track knowing I could win. I think to be a champion you've got to have that feeling. You can tell by looking at a rider whether he's capable of winning or not. You've got to have your heart 100 percent behind what you do and not let the pressure or anything else get to you. The pressure messes up a lot of riders who haven't had to or haven't learned to handle it.

What's the key to winning the title?

We have to keep the pressure on Bubba. I think we've got pressure on him now because we added enough



Doug Chandler

points on the road race tracks to catch him in the standings and then passed him at a dirt track. Now, Bubba has to come to road race tracks where — with the Superbike he's riding — it's harder to do business on than the Formula One GP bike I ride. Bubba has never ridden a GP bike and I don't believe Honda would put him on one since he hasn't. I feel that gives me an edge on the road races, but he has much more time on dirt tracks than I do and a lot of mile National wins so that's his edge.

I really hated to see Ted Boody slip back in the points because it just makes things more exciting when there are three or four or more riders going for it. Who knows what will happen in the last half of the season? As long as there's a race for the title and the championship chase goes right to the final National then it's good.

The idea at the beginning of the season, Freddie Spencer's idea, was for him to win the 500cc World Championship and for Randy to win the Camel Pro Series title. It's changed around a bit, but if we can win titles in Europe and here it will be a big boost for next year's program.

Jerry Griffith

Did you see the team gaining the points lead at this point in the season? I was hoping for it, although, realistically I didn't really see it at this time. I knew Doug was capable of doing it, but we had a bunch of mechanical problems in the early season dirt track Nationals and those hurt us in the points.

On the road race side we were looking for a bike — a Honda RS500 — since Daytona. Freddie Spencer was looking for one, as were a number of other people. There were bikes available in Europe, but they were \$35,000 and we couldn't afford that. This RS500, Wes Cooley's former bike, came up just as we were getting ready to buy a (Honda Interceptor) Superbike. It isn't a brand new bike, but it's been reliable and has really done the job for us.

A lot of people told me not to get an RS for Doug, but I felt he could handle it. He has very good throttle control and that's what it takes to ride the bike, plus he's got a built-in safety factor — he doesn't go out and do crazy things. I knew buying a Superbike wouldn't have been the right move because you can't really be in the hunt against the GP bikes on one.

How important is having the point lead at this point in the program for the rest of the season?

I think it's important because I feel it

will give Doug more confidence. I think he's finally realizing just how good he really is. If we can keep the equipment under him, then it's up to him. He's capable and we've got momentum now. It's the unforeseen problems or bad luck that you worry about.

It would be nice to think that since we're in the lead we could look forward to bringing in more sponsorship, but I really doubt it. We're on our own, at least that's the way we've got to figure it. If we can get some additional help, great.

One thing which is going to help us is that we have a new workshop right outside the Honda plant in Marysville (Ohio). That is going to save us a lot by giving us a base in the east rather than having things we need back in Oakdale (California) when the majority of races in the final half of the season are back here.

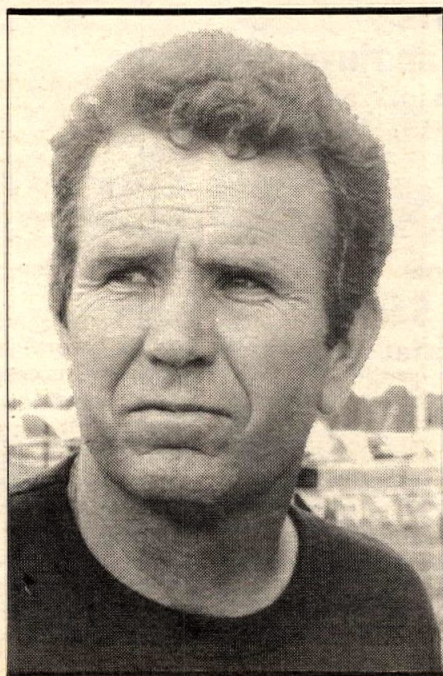
We may not have enough money to race again next year, but we're going to give them a heck of a run for the title. I've had to dig kind of deep, but I'm sure things will come around. I think we've got to make our own destiny and if we can put together everything — and luck plays a big factor in that — then we'll come out all right.

I did sell a piece of land I had to put more capital into the program. There are a lot of reasons, personal reasons, we want to win the title. I'm happy right now. I don't believe anyone took us seriously until Doug won Santa Fe, I really don't. I think a lot of people are going to find out Doug is a lot better racer, a lot smarter and cooler racer than they think he is. We may not win everything, but everyone is going to know we're there.

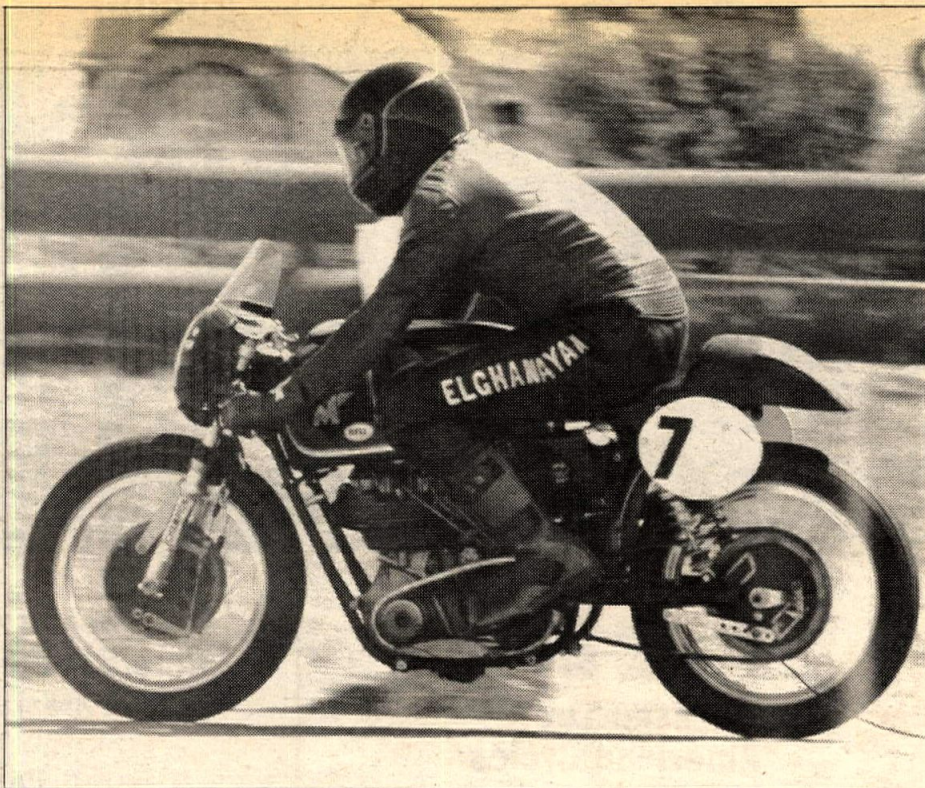
I know a lot of people think we're getting free parts and help from here and there in our program, but it's coming out of our pocket right now. Freddie helped some and SuperTrapp helped some, but that money was basically gone before we ever got out of town. This is the kind of deal where we're not really making anything, but we're doing something we want and if we can win the title then we should be able to turn it around and put together a strong program for next season. I missed a number of potential sponsors for this season because we didn't put together the program until very late last year. I've been keeping in touch with them and they know what we're doing.

To do something like this, with all the work involved, you have to thrive on it, you've got to live it 24 hours a day. There are times it isn't worth it. When you get down, you've got to think of winning.

Jerry Griffith



PHOTOS BY JOHN ULRICH



Team Obsolete's Jeff Elghanayan rode a 1959 Matchless G50 to victory in the Laguna vintage races. (Below) Dave Kieffer (74) leads Don Vesco, both on Team Obsolete machines.

Team Obsolete sweeps Laguna Seca vintage

By Michael Green

MONTEREY, CA, JULY 13

New York-based Team Obsolete took first, second, and fourth overall in the sixth round of the CVRG's Championship

Vintage Series, held in conjunction with the AMA Camel Pro Series National at Laguna Seca Raceway. Jeff Elghanayan, who races under the name Marco Polo, won on Team Obsolete's Accessory Mart/Castrol/Bell/Champion-sponsored 1959 G50 Matchless tuned by Team Obsolete founder Rob Iannucci and Dick Mann. Don Vesco rode Team Obsolete's 1959 Manx Norton to second overall, ahead of Crane Racing's Malcolm Tunstall and his Syd's Cycles Ducati 350. Dr. Dave Kieffer was fourth overall, third in the 500c Premier class, on Team Obsolete's 1961 Matchless G50.

Right from the beginning of the one wave start, Elghanayan, Vesco and Kieffer seemed to dominate the overall event with two Matchless G50s and one short stroke Manx Norton. Dave Roper, also of Team Obsolete was unable to race due to a broken ankle he got while at Sears Point National in May. Farther back in the 500cc class, CVRG regulars battled it out on a conglomeration of British machines ranging from BSA Gold Stars, Velocettes and a couple of Triumph twins. The highest placing going to Tom Rienecker's Wheel Works BSA sixth place.

As for the 350cc class, Tunstall arrived from Florida with his Syd's Cycle Ducati Desmo to take third overall and first 350cc when Kieffer went down in turn nine. Kieffer did, however, recover his G50 and went on to finish fourth overall by narrowly beating out Geoff McCarthy's 450 Ducati. The second place 350cc of Michael Moore was docked a lap for passing under the yellow flag when Kieffer went down.



As Moore put it, "It was one of those things, I was already set up to pass and going too fast when the yellow came out." The lap was later returned, giving Michael second 350 and a distant 11th overall.

While all this was going on, the leaders were lapping traffic at a high rate of speed, some doing lap times as low as 1:22!

In the 250cc class, Fred Mork's Aermacchi led for eight of the 10 laps until his motor went sour, leaving Mike Canepa (Duc) a well earned win that pushed CVRG points leader Mike Green to second on the Hap Jones Ducati and John Schmidt third on another Ducati.

Results

OVERALL: 1. Marco Polo (Mat); 2. Don Vesco (Nor); 3. Malcolm Tunstall (Duc); 4. Dr. Dave Kieffer (Mat); 5. Geoff McCarthy (Duc); 6. Dave Waldedn (Tri); 7. Tom Rienecker (BSA); 8. Scott Borem (Vel)
500: 1. Marco Polo (Mat); 2. Don Vesco (Manx); 3. Dave Kieffer (Mat)
350: 1. Malcolm Tunstall (Duc); 2. Michael Moore (Duc); 3. Jim Craig (Oss)
250: 1. Mike Canepa (Duc); 2. Mike Green (Duc); 3. John Schmidt (Duc)
POINT STANDINGS: 1. Mike Green (34); 2. Chris Quinn (24); 3. (TIE) Fred Mork/Mike Canepa (17); 5. John Schmidt (16); 6. Tom Rienecker (14); 7. (TIE) Henry Deaton/Carmen Lynaugh (12); 9. Dave Troetschler (10); 10. Michael Moore (9); 11. (TIE) Ken Heuser/Gary Hubback (8); 13. (TIE) Michele Bisson/Dave Roper (7); 15. Jim Cooper (6); 16. Bud Riddle (5); 17. Jim Craig (3).

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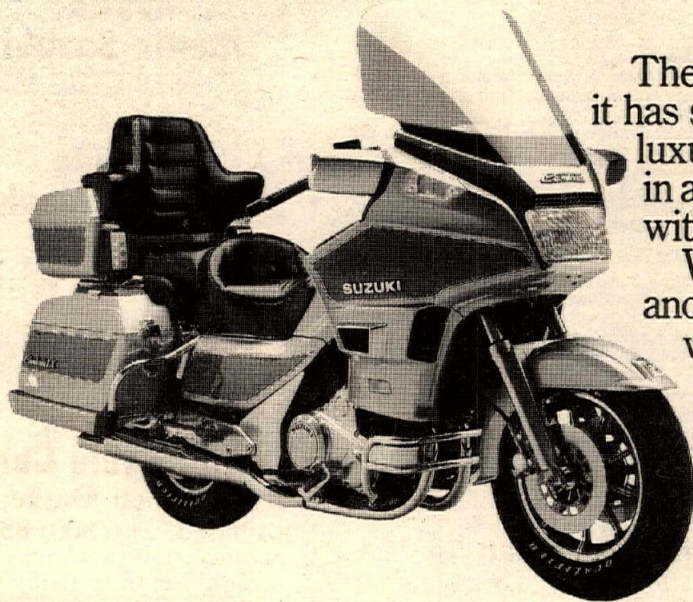
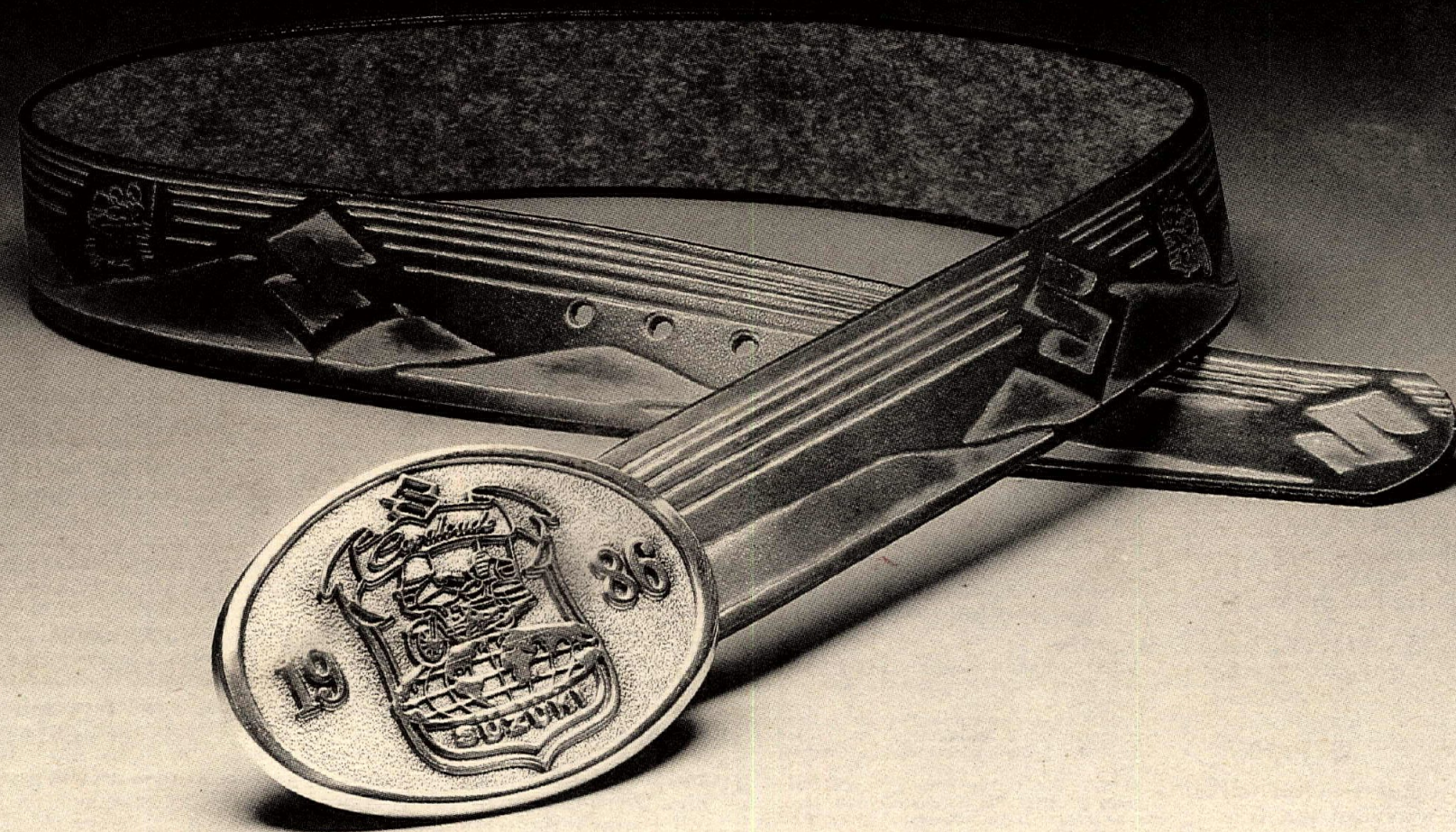
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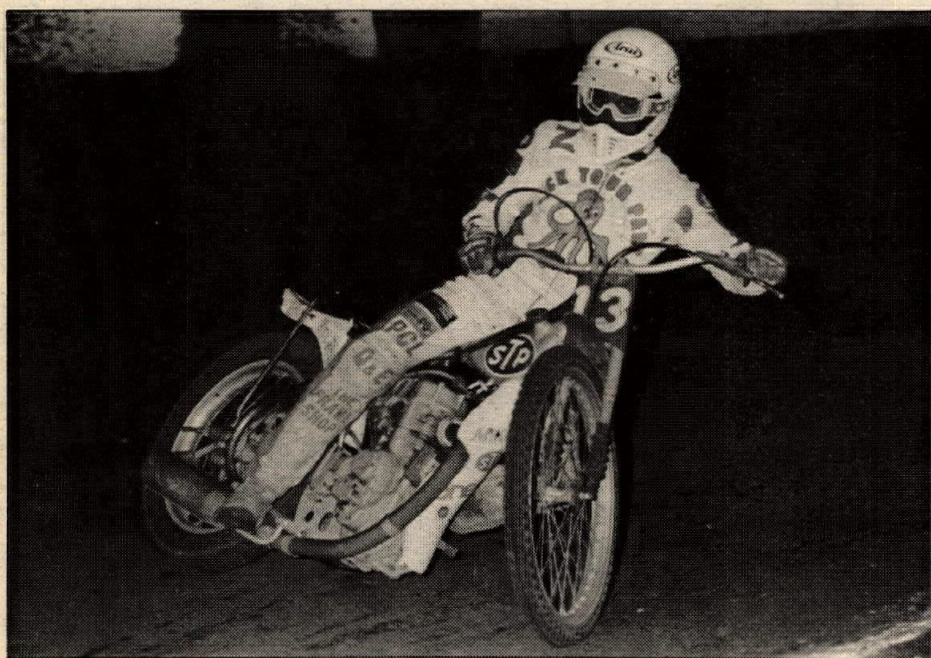


PHOTO BY MITCH FRIEDMAN

"Sudden Sam" Ermolenko won the Handicap mains at Costa Mesa and Ventura this week, and the Scratch race at Ascot South Bay Stadium.

King beats Ermolenko at Costa Mesa

By Scott Daloisio

COSTA MESA, CA, JULY 26

Lance King and Sam Ermolenko warmed up for this Saturday's Intercontinental Final in Vetlanda, Sweden with a knock-down, drag-out battle before the jam-packed grandstands at the Orange County Fairgrounds Friday night. In the end it was King scoring his first win of the season at the popular beach-area oval.

The Scratch main was more like a street fight than a race. King (STP/Off Shore/JT/NEB/Scott Goggles/Tallon Weslake) moved into the lead at the rise of the tapes ahead of crowd favorite Ermolenko, Steve Lucero and Alan Christian. Christian made it as far as turn one where he was crowded out and ended up down against the crashwall. Ermolenko then moved up and began to test King. Ermolenko tried the inside route as they came off turn two on the second lap but King aggressively closed the door. Ermolenko moved alongside on the back chute and the pair traded elbows as they approached turn three with King in the lead. Ermolenko again tried the inside but King shut him off again out of three. As they entered turn one on lap three Ermolenko again got inside King and was moving alongside as they came off two. King blocked him one more time and almost put him all the way into the infield. Ermolenko recovered, chased King into turn three, was set to give King a shot and knock him out of the way when he backed it in too hard and spun around. That left Lucero in second, too far back to catch King. The riders finished to the roar of the crowd with King taking the win over Lucero and Ermolenko.

Ermolenko (Pick Your Part Auto Salvage/Pacific Coast Laminating/Arai/Jones Goggles/American Mikuni/STP/Q&E/RK Racing Chain/Al Reed's Polishing/Frame Shop/Car Tunes/Kal-Gard Weslake) had a fine run in the Handicap main, which he won from the 40. Denny Scopellite led from the tapes over Greg Ayers and Tony Briggs. Ermolenko, much to the delight of the crowd, began to move through the pack with Chris-

tian at the outset. He went wide and moved into second after making contact with Greg Ayers near the end of lap two. He then shot past Scopellite one lap later, sending the crowd to their feet. Ayers went down on the fourth circuit and became tangled with his bike, bringing out the red and allowing Ermolenko to coast around to the checkered. Scopellite took second with Christian third.

Doug Bowers (Jawa) came into the evening as a reserve and went on to take the win in the Second Division main. Shane Hawley was a close second all the way with brother Pat Hawley third. Gary Hicks took another victory on the Milne Brothers Maely in Third Division ahead of John Dunn and George Sugita in a race that saw Harry Oxley breathe a sigh of relief after he realized that there were no casualties. Only two of the original six finished.

Results

SCRATCH MAIN: 1. Lance King (Wes); 2. Steve Lucero (Wes); 3. Sam Ermolenko (Wes); 4. Alan Christian (GM).

HANDICAP: 1. Sam Ermolenko (Wes); 2. Denny Scopellite (Wes); 3. Alan Christian (GM); 4. Tony Briggs (GM); 5. Steve Lucero (Wes); 6. Greg Ayers (Wes).

SECOND DIV: 1. Doug Bowers (Jaw); 2. Shane Hawley (Wes); 3. Pat Hawley (Gdn); 4. Moose Kennedy (Jaw); 5. Louis Kossuth (Jaw); 6. Kevin Krugh (Jaw).

THIRD DIV: 1. Gary Hicks (Mae); 2. John Dunn (Wes); 3. Groge Sugita (Gdn); 4. Tom Settlemire (Jaw); 5. Duane Blake (Wes); 6. Anthony Sanchez (Wes).

Ermolenko tops win column at Ascot

By Scott Daloisio

GARDENA, CA, JULY 25

"Sudden" Sam Ermolenko took back the lead in Scratch main event wins in southern California with a decisive half-straightaway win over Steve Lucero at Ascot South Bay Stadium Thursday night. The win was number 14 for Ermolenko in the season and moved him one ahead of Alan Christian.

Ermolenko (Pick Your Part Auto Salvage/Pacific Coast Laminating/Arai/Jones Goggles/American Mikuni/STP/Q&E/RK Racing Chain/Al Reed's Polishing/Frame Shop/Car Tunes/Kal-Gard Weslake) made it all the way to both mains but was particularly impressive on the Scratch side of the program as he went undefeated. In the main he drew the pole

and that seemed to be the story of the race as he immediately leapt into the lead. Lance King was out second but was relegated to third by the end of the first lap when he was passed by Steve Lucero. Lucero tried to close the gap on Ermolenko but could not gain any ground and in the end was a half chute behind the happy winner. Third spot went to King just ahead of Mike Curoso in the all-Weslake main.

Local ace and super rookie Doug Nicol (Pedco Engineering/Coast Grain Co./FMF/Carlisle Tires/Ascot Thursday Night Speedway/Champion/STP/Immediato & Associates/Bates/Taylor Concrete Pumping T&M Cycle) notched a very impressive win in the Handicap main from the 10-yard line. Nicol immediately found himself in the lead ahead of Wednesday night IMS winner Mark Weaver and "Showtime" Bobby Ott. Ott quickly shot by Weaver for second and set his sights on the high-flying rookie. Ott did everything he could to close in on Nicol but nothing worked. While Ott was trying to close in on Nicol, Keith Chrisco moved in on Ott and tried to slide by on the inside on the back chute on lap four. Ott fought him off and chased Nicol home second. The action wasn't over as Mark Dwyer chased down Chrisco and got alongside him out of four on the final lap — Chrisco took the third spot by an eyelash.

Rookie Gary Hicks (Milne Brothers Maely) held the lead for the first three laps of the Second Division main before being passed by Ronnie Correy. Correy seemed to have it in the bag until, as he came off turn four heading for the white flag, his bike's motor began to seize. Hicks closed on every bend but Correy would move back into the lead until the final corner when Hicks shot by for good and just beat Correy to Roy Russing's checkered flag.

Bernie Tosco (Jawa) wore a pair of Bobby Schwartz's old leathers and took the top honors in Third Division. Anthony Sanchez claimed second with Mike Stefan third.

Jessee Finch (Speedway Magazine/Arai/Jones Goggles/House of Suzuki Triumph/Mom & Dad/Sam Ermolenko) again dominated the action and scored a big win in the Junior First Division main over Billy Hammil. Danny Wright (Highland Framers) took yet another victory in their Second Division go.

Results

SCRATCH MAIN: 1. Sam Ermolenko (Wes); 2. Steve Lucero (Wes); 3. Lance King (Wes); 4. Mike Curoso (Wes).

HANDICAP: 1. Doug Nicol (Wes); 2. Bob Ott (Gdn); 3. Keith Chrisco (Wes); 4. Mark Dwyer (Gdn); 5. Sam Ermolenko (Wes); 6. Mark Weaver (Gdn).

SECOND DIV: 1. Gary Hicks (Mae); 2. Ronnie Correy (Gdn); 3. Rick Vandcerham (Wes); 4. Bobby Tocco (Wes); 5. Don Butler (Wes); 6. Doug Bowers (Jaw).

THIRD DIV: 1. Bernie Tusco (Jaw); 2. Anthony Sanchez (Wes); 3. Mike Stefan (Jaw); 4. Ken Berry (Jaw); 5. Chris Land (Wes); 6. Tod Bertrand (Gdn).

JR FIRST DIV: 1. Jessee Finch; 2. Billy Hammil; 3. Billy Felts; 4. Kelcey Gordon.

JR SECOND DIV: 1. Danny Wright; 2. Brent Werner.

Faria, Ermolenko win at Ventura

By Mitch Friedman

VENTURA, CA, JULY 23

"Flyin'" Mike Faria from Colton and Sudden Sam Ermolenko from Cypress showed everyone that they were the men to beat at Jim Naylor's Ventura Raceway event, competing for the attention of 1500 fans with the Very Last Ventura T-Shirt Contest. Alan Christian (GM)

beat everyone to the first turn, coming out of gate three with Faria (Shoei/Torco/Wacy Armstrong/STP/Scotty's Muffler) right on his back wheel. Faria passed Christian coming out of turn two and ran away from the rest of the field. It was Lance King (Weslake), Christian and Ermolenko going three abreast into turn three on the first lap; lap two saw Ermolenko get by Christian coming out of turn two and King down the back straight to take second place. Ermolenko then gained on Faria, pulled right up to him, then parked it in the second turn of the fourth lap to let Faria pull away and win.

King and Christian had their own race for third, and it seemed that King would stay in third with a superior drive out of every turn. But on the final lap King pulled off with mechanical problems to let Christian by for third. Ermolenko (Arai/Pick Your Part Stanton/Jones Goggles/Mikuni/Hi-Point/Terry Cables/RK/PCL/Q&E Cycle/Frame Shop Weslake) came from the 50-yard line to second behind Jeff Johnson (Weslake) on the start of the Handicap main, with Christian, King and Steve Lucero following. Bob Pletzing dropped out with a fried clutch. Johnson stayed out front until lap four when Ermolenko lifted his front wheel into turn two and pushed Johnson wide at the exit; Ermolenko pulled alongside Johnson down the back straight and dove underneath going into turn three. Christian got by Johnson down the front straight with King trying but not quite getting by in turn one. King finally got past Johnson by running it into turn three harder.

The Second Division main started with a little argument on the 10-yard line when Mike Dwyer (Jawa) and Steve Furman (Jawa) both wanted the same starting spot. Furman won the starting spot and the race with Joe Kreisburg and Doug Bowers following. Craig Furman (Jawa) won the Third Division main with Mike Brooks and Mike Obradovich third.

Ventura Raceway again held up its reputation of having some of the best "after races" competition with a wet T-shirt contest, but everyone will miss this added attraction since the Fair Board said it will never let another such contest to be held.

Results

SCRATCH MAIN: 1. Mike Faria (Jaw); 2. Sam Ermolenko (Wes); 3. Alan Christian (GM); 4. Lance King (Wes).

HANDICAP: 1. Sam Ermolenko (Wes); 2. Alan Christian (GM); 3. Lance King (Wes); 4. Jeff Johnson (Wes); 5. Steve Lucero (Wes); 6. Rob Pletzing (Wes).

SECOND DIV: 1. Steve Furman (Jaw); 2. Joe Kreisburg (Wes); 3. Doug Bowers (Jaw); 4. Warren Reid (Jaw); 5. Mike Dwyer (Jaw); 6. John Dunn (Wes).

THIRD DIV: 1. Craig Furman (Jaw); 2. Mark Brooks (Jaw); 3. Mike Obradovich.

Delacy wins Napa

By Jann Houston

NAPA, CA, JULY 13

Mike Delacy, riding hard to regain number one in the NorCal Speedway point standings from which David Faria Jr., climaxed a perfect week of NorCal Scratch main wins with a victory in tonight's controversial Napa event.

On the first start Paul Orlandi got a fantastic gate from the pole. Delacy took Pat Linn out in turn two, causing a restart with no exclusions. According to Referee Dane Besneatte, there are no exclusions when a restart is called on the first lap in a Scratch event. On the restart, it was Delacy from the number two position that

got the gate. Faria was determined, but unable to change the situation. At the finish it was Delacy by a bike-length over Faria. Pat Linn was third and Orlandi settled for fourth.

In the Handicap main, Jeff Brown, out of Division Two for the first time tonight, did a good job of holding off a hard-charging Jim Sisemore until Joe Leduc, Duane Yarrow and Scott Brant tangled between turns three and four in the third lap, causing a premature finish. Jeff Brown claimed the trophy. Joe Leduc was ruled the cause of the pile up and given last place. There was considerable disagreement on that call, as in the Scratch main. Sisemore was second, with Brant third.

Mike Hart held the lead from the beginning in the Division Two main with Derek Dorresteyn and Vance Felicio behind him making it a race. Felicio got past Dorresteyn on the last lap to claim second.

Jim Harris got on tonight's program as a reserve and went on to win his heat and the Division Three main.

Bobby Hedden got past four riders in the first lap of the Junior main and shortly thereafter took the lead going on to win his fourth main at Napa this season. Ernie Morris Jr., made him work for it taking a close second; Mike Knopf was third.

Results

SCRATCH MAIN: 1. Mike Delacy; 2. David Faria Jr.; 3. Pat Linn; 4. Paul Orlandi.

HANDICAP: 1. Jeff Brown; 2. Jim Sisemore; 3. Scott Brant; 4. Harlan Bast Jr.; 5. Duane Yarrow; 6. Joe Leduc.

DIV TWO: 1. Mike Hart; 2. Vance Felicio; 3. Derek Dorresteyn; 4. Mark Day; 5. Chris Paulino; 6. Bill Hermant.

DIV THREE: 1. Jim Harris; 2. Jeff Kniss; 3. Jeff Santos; 4. Kenn Sjostrand; 5. Tom Castagnola; 6. Gary Solis.

JR: 1. Bobby Hedden; 2. Ernie Morris Jr.; 3. Mike Knopf; 4. Tommy Hedden; 5. Eric Chambers; 6. Ken Wagner.

Christian, Weaver score at IMS

By Scott Daloisio

SAN BERNARDINO, CA, JULY 24 Alan "Crazy" Christian made like the bully who crashed the party when he defeated Mike Faria in a photo finish to win the Scratch main on "Flyin'" Mike Faria night at John LaDouceur's Inland Motorcycle Speedway. The win, Christian's 13th on the circuit in 1985, tied him with Sam Ermolenko for the most wins.

Christian (STP/Valvoline/Cirello Racing/Champion/PBI/K&N/Bell/Hi-Point/Fiberglass Concepts/Advantage Boats GM) was making a shantage of the Scratch proceedings all night long as he destroyed the field in his heat and semi. In the main he came out of four, got a killer gate and was leading over Faria, Jim Lawson and Lance King in turn one. King and Lawson collided there, and even though neither went down, it took them out of the hunt. Christian opened up a small lead and it looked as though it was going to be his. On lap three, Faria decided to gamble and he went to the cushion, got a big drive and pulled even with Christian as they blasted past the white flag. Christian fought him off in turns one and two and led down the back chute. Faria, still on the outside, gambled again as they exited turn four and headed for Paul Neighbors' checkered flag. Faria got the drive and caught Christian and they crossed the line side by side while the huge crowd roared its approval. When the dust settled the win went to Christian in a

thriller over Faria. King finished a distant third.

Mark Weaver (ACR/High Point/Simpson Godden) led wire to wire to take the Handicap main from the 10-yard line. Weaver was chased on the start by Shawn McConnell and Tony Briggs. Gene Woods started on the 30 and immediately went to the back, but he was riding a radical outside line and he went from last to third in one wild move in turn four. Woods then shot around Briggs for second at the end of the second lap. His next victim was to be Weaver, but Weaver had other ideas. Woods first hoped for the outside but then took the pole route. Neither worked — he couldn't gain any ground on the streaking Weaver, who rode a perfect race for his second IMS win of 1985. Woods took second with Briggs third.

Norman Neuman (Cafe Beverly Hills/JPJ/Kal-Gard) came into the evening as a reserve and came out of it as a winner. After a red flag due to a spectacular crash with Bryce Eikelberger and Oscar Salinas, Neuman took the lead on the restart. He opened a good size lead but in the end had to hold off First Division-bound Jeff Johnson. Third spot went to Ronnie Correy. Mark Hatley easily took the Third Division main over Jim Blan. Jesse Finch (Speedway Magazine/Jones Goggles/Arai/House of Suzuki Triumph/Mom & Dad/Sam Ermolenko) continues to serve notice that he wants his Junior National Championship back by taking another First Division main event. Billy Felts took second. Danny Wright took Junior Second Division over Luke Cozart.

Results

SCRATCH MAIN: 1. Alan Christian (GM); 2. Mike Faria (Jawa); 3. Lance King (Wes); 4. Jim Lawson (GM).

HANDICAP: 1. Mark Weaver (Gdn); 2. Gene Woods (Jawa); 3. Tony Briggs (GM); 4. Shawn McConnell (Wes); 5. Alan Christian (GM); 6. Rob Pfitzing (Wes).

SECOND DIV: 1. Norman Neuman (Wes); 2. Jeff Johnson (Wes); 3. Ronnie Correy (Gdn); 4. Don Butler (Wes); 5. Bryce Eikelberger (Gdn); 6. Oscar Salinas (Jawa).

THIRD DIV: 1. Mark Hatley (Wes); 2. Jim Blan (Jawa); 3. Steve Lyons (Jawa); 4. John Dunn (Wes); 5. Steve Furman (Jawa); 6. Jimmy Gentile (Wes).

JR DIV ONE: 1. Jesse Finch; 2. Billy Felts; 3. Greg Hancock; 4. Trinnon Cirello.

JR DIV TWO: 1. Danny Wright; 2. Brent Werner; 3. Luke Cozart.

King returns to Auburn and wins

By Bill Spencer

AUBURN, CA, JULY 19

Nearly 10 years ago when the Bast Bros. were dominant in Class A speedway motorcycle racing, a new kid was styling in the Junior leagues. Lance King returned to his old home track at the Gold Country Fairgrounds in Auburn, and handily won the Scratch main; John Houston Jr. topped the Handicap show.

The southern California speedster King worked his way into the Scratch feature by winning his heat race over Paul Orlandi and then downing Nor-Cal's number one Duane Yarrow in a great semi. Lance and the STP special got the license to steal when he gated off the pole and was gone as Yarrow attempted to close the gap. Yarrow got stuck in the wrong spot allowing Pat Linn to move up to second as King was drowned in applause during his victory lap.

Houston (Classic & Fashion/Trick) started with a great ride in his Handicap heat, winning over Mark Weaver and Mike Parsons and then led all comers across the line in the

PHOTO BY SCOTT DALOISIO



Inland Motorcycle Speedway Scratch main winner Alan "Crazy" Christian leads Sam Ermolenko at Costa Mesa. Mike Faria was second at IMS.

semi; Steve Martin was second, followed by Team Vooch's John Volk. In the main, Houston led it all the way with Martin (MPE/A&A Racing/Oilzall/Team Trim) second by mere inches over a hard-charging Linn. Mike Delacy overcame a fence job on the first lap for fourth over Sam Bast and Volk.

Bart Bast had more than his fair share of troubles as he dropped to third in the overall points and then was excluded from his Scratch heat in a controversial call. He got a wheel in the tape just before the gate went, but it went anyway. Linn and Martin gated quickly, leaving the tape broken and Bast out. Dave Faria, the current point leader did not have a good night as well, but still has a slight cushion as the season wears close to the National qualifiers.

Rich Simpson got off well in the Division Two main and won over Vance Felicio in a good battle that included Dana Perri and Ron Combs. Number one Junior speedway ace Trinnon Cirello topped Greg Hancock and Bobby Hedden.

Results

SCRATCH MAIN: 1. Lance King; 2. Pat Linn; 3. Duane Yarrow; 4. Paul Orlandi.

HANDICAP: 1. John Houston Jr.; 2. Steve Martin; 3. Pat Linn; 4. Mike Delacy; 5. Sam Bast; 6. John Volk.

SECOND DIV: 1. Rich Simpson; 2. Vance Felicio; 3. Dana Perri; 4. Ron Combs; 5. Charlie Haines; 6. Ron Arlt.

THIRD DIV: 1. Mike Hart; 2. John Proto; 3. Doug Mignono; 4. Frank Gowin; 5. Nick Geranio; 6. Walt Bevans.

Lucero reclaims points lead at Carlsbad

By Gordie Orr

CARLSBAD, CA, JULY 21

Steve Lucero, fighting to reclaim his first place in points at the Carlsbad Raceway, did so with a win in the four-lap Scratch main before an enthusiastic crowd Sunday evening. Before Lucero got the chance to strut his stuff, Jeff Jones raced home first in the Handicap five-lapper for the second consecutive week.

Jones (Up Time/PJ1/Lazer Helmets/Regina Chain Weslake) turned in a flawless performance from the 10-yard line. He started off by taking the initial lead over Mark Weaver and veteran Gene Woods. Ed Castro, coming off a hard crash the previous week at San Bernardino, relieved Woods of

third on lap one, then went after Weaver to take second spot on lap three. Woods closely tailed behind Castro and found himself in third. Castro and Woods closed the gap on the leader, but Jones was on his game and he took the win just ahead of Castro with Woods a close third.

In the Scratch main Lucero (Shoei/Oakley/Los Patios Restaurant/STP/Gene Woods Racing Products/Kal-Gard/K&N/Oilzall/Super Spoke/Z/Hair By Bev Weslake) came in with one loss on his record for the evening. That came at the hands of Robert "Five Flavors" Pfitzing who was undefeated on the night. The other two competitors were Mike Faria and "Showtime" Bobby Ott. Pfitzing got the gate from four and led into the crowded first bend. Lucero was running second and he pulled alongside Pfitzing as they entered turn three. Coming off four, Lucero burst through on the inside for the lead. Pfitzing stayed close behind while Faria was challenging for the second spot. Lucero was able to open up a little breathing room but couldn't pull away from the pack. He took the checkered with Pfitzing close behind in second as he held off a last-ditch effort by Faria.

Norman Neuman (Cafe Beverly Hills/JPJ/Kal-Gard Weslake) rode from the 20 to take the win in the exciting Second Division main. Rookie Gary Hicks, aboard an all-American Maely, put on a charge out of the final corner and the two made contact as they crossed the line with Neuman winning by a knob. John Dunn (Wes) looked impressive as he captured his first main in California Speedway Third Division racing. Mark Brooks was second.

First Division rookie Jeff Johnson thrilled tonight's crowd with a couple of sterling performances. He first had a surprising race in his Scratch heat as he battled handlebar to handlebar with Alan Christian for three laps. Christian finally pulled into first with Johnson claiming second by blocking Gene Woods out of the final corner. Johnson then held back Brad Oxley in his Scratch semi to finish third.

Results

THIRD DIV: 1. John Dunn (Wes); 2. Mark Brooks (Jawa); 3. Chris Land (Wes); 4. Sammy Laporte (Wes).

SECOND DIV: 1. Norman Neuman (Wes); 2. Gary Hicks (Mae); 3. Rick Vanderham (Wes); 4. Chris Mistretta (Wes); 5. Bentley Barrett (Wes); 6. Mike Dwyer (Jawa).

HANDICAP: 1. Jeff Jones (Wes); 2. Ed Castro

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Speedway

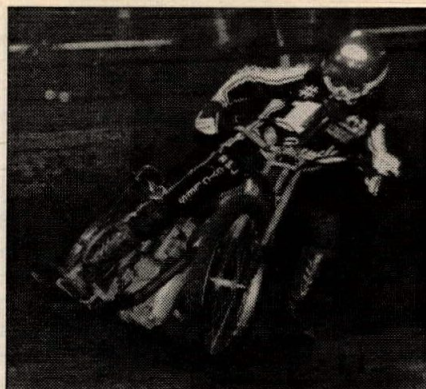


PHOTO BY MARY ROCK

Mike Delacy was hot, winning Napa, Auburn and Fremont.

(Wes); 3. Gene Woods (Jaw); 4. Mark Weaver (Gdn); 5. Mark Dwyer (Jaw); 6. David Hancock (Wes) DNS.
SCRATCH MAIN: 1. Steve Lucero (Wes); 2. Rob Pfetzing (Wes); 3. Mike Faria (Jaw); 4. Bob Ott (Gdn).

Delacy, Crawford strike gold at Auburn

By Jann Houston

AUBURN, CA, JULY 12

The 10th night of speedway action in the historic Gold Country town of Auburn was a night that northern California fans will not soon forget. In the Handicap main event, Mark Dragony took the lead riding the outside while Joe Leduc and Steve Crawford were side by side close to the pole. Dragony took the white flag and continued to lead until Crawford turned on the gas and shot past Dragony to gain the lead as they rounded turn three. What was left of the main was his race as he claimed his first Auburn main event of 1985. David Faria, Jr., by this time, had passed Dragony and Leduc for a second; Dragony settled for third.

In the Scratch main Mike Delacy, fresh from a main event win at Baylands the night before, got an outstanding gate from the pole. Jim Sisemore, riding from the number two position, fell down in the first turn, ending his night. The three-man race continued with Delacy never less than three bikelengths in the lead. Faria and Bart Bast completed the field in a close race of their own; Faria managed second at the finish. It was Delacy's first Auburn main win of the season.

Last week's Third Division winner, Stu McDaniel, moved up to Division Two tonight and proved he belonged there as he took the win with no problem. Rick Hocking claimed second, with Vance Felicio a close third.

In Division Three, Chris Paulson was very pleased to take home his first trophy.

In the Junior main, Bobby Hedden took quick action to lay down his bike avoiding what could have been a nasty collision with Eric Chambers. The referee noted that there were probably a lot of Division One riders who could not have done as well. Gabe Elder led the main all the way to the checkered flag; Ken Wagner was second, Mike Knopf third.

Results

SCRATCH MAIN: 1. Mike Delacy; 2. David Faria Jr.; 3. Bart Bast; 4. Jim Sisemore.
HANDICAP: 1. Steve Crawford; 2. David Faria Jr.; 3. Mark Dragony; 4. Joe Leduc; 5. Greg Martz; 6. Paul Orlandi.

SECOND DIV: 1. Stu McDaniel; 2. Rick Hocking; 3. Vance Felicio; 4. Jeff Holmes; 5. Rick Simpson; 6. Charlie Haines.

THIRD DIV: 1. Chris Paulson; 2. Kenn Sjostrand; 3. Mike Hart; 4. Doug Mignano; 5. Jeff Santos; 6. Walt Bevins.

JR MAIN: 1. Gabe Elder; 2. Ken Wagner; 3. Mike Knopf; 4. Tommy Hedden; 5. Eric Chambers; 6. Bobby Hedden.

Delacy tops Fremont

By Bill Spencer

FREMONT, CA, JULY 11

Mike Delacy returned to the winning ways that kept him the point leader through much of the season in round 11 of Class A speedway at Baylands Raceway Park's Thursday night venue. A four week win streak by NorCal's number one Duane Yarrow ended when he threw it away while leading the Scratch main. A set of weird circumstances saw Kid Curry take home the Handicap main in an accident shortened race where Mark Zeissler crashed taking Pat Linn with him.

Vance Felicio and the Prunedale Club special finally put it all together for the first win in Division Three with Jeff Kniss close in second over Nick Geranio. Mike Remine took the Division Two main all the way from the 30 yard line and will get a chance at the big time shortly. Rick Hocking held the line for a few laps but Remine slipped by for the win with Rick Hicks settling for third over Derek Dorrestyn.

In the feature Match Race King of the Hill, four time winner Steve Martin met his Waterloo with Bob Curry in a dandy best two of three show where Martin scooted off to an easy first win but got caught at the checkered in the second. In the rubber match Curry gated badly, but Martin messed up down the back straight allowing Curry to close the gap. Going for the checkered, Martin got a tad wide and Curry gassed it right under him for the nip job.

It shouldn't have been much of a surprise for the happenings in the Handicap main as some strange crashing had appeared during the night. Zeissler had nipped his way into the main event with a pair of thirds in the heat and semi on his Fred Lewis Const/Hi-Point/Team Vooch special and was leading on the second lap when he laid it down in the first turn and collected a fast approaching Linn. Faria and Kid Curry went by with Delacy already out from a first lap throw away. Out popped the red and no restart was allowed with Curry the winner over Faria and Linn third over John Houston Jr.

Yarrow and the Snooky Owens Weslake drew the pole and led off the line in what looked like yet a fifth straight Scratch win. On the start of the second lap his A & A Racing/MPE/Oilzall/Bell/Hallman/San Jose Wheel/Cancilla Tensioner-sponsored machine went down, much to the dismay of the crowd, and Delacy and Faria went at it hammer and tong. Side by side down the back straight they both hung on with Faria on the outside riding the Richmond Yamaha/BMW/Jawa/Interlink/Hi-Point/Sierra special completely sideways as they exited the last turn for the white flag.

Delacy kept gassing it and with the closer line held off Faria through the first turn and then just set his sails for the checkers with the crowd going nuts.

Results

SCRATCH MAIN: 1. Mike Delacy; 2. Dave Faria; 3. Steve Martin.

HANDICAP: 1. Robert "Kid" Curry; 2. Dave Faria; 3. Pat Linn; 4. John Houston; 5. Mike Delacy; 6. Mark Zeissler.

SECOND DIV: 1. Mike Remine; 2. Rick Hocking; 3. Rick Hicks; 4. Derek Dorrestyn; 5. Chris Paulson; 6. Billy Scott.

THIRD DIV: 1. Chad Felicio; 2. Jeff Kniss; 3. Nick Geranio; 4. Kenn Sjostrand; 5. Jim Harris; 6. Dan Neilson.

Clement tops Alvin MX

By J.E. Hughes

ALVIN, TX, JUNE 16

Mike Clement, riding a 1984 Yamaha 250, was able to overcome extremely high temperature and some very stiff competition to come out on top of the 250cc Pro class at the fourth round of the 13th Annual Texas Series in Alvin, Texas.

Fatigue played a big factor today as many riders either crashed or faded out during the 250cc Pro moto. Lap times were around one minute 40 seconds on the well prepared Alvin circuit, with each moto lasting 10 laps.

Kit Vick (Willowbrook Yam) pulled a clean get away at the start of the first moto and then proceeded to pull away from the pack with his fast smooth style which has made him a force to be reckoned with.

Behind Vick was a wild pack of 250cc Pro riders consisting of Mark Saxer (House of Wheels), Larry Hughes (Dirt Track) on a 1985 Husky, Ronnie Herrmann (Willowbrook Yam) and Rusty Pipes (Team Green). Saxer was looking good until a trip over the bars on lap three left him out for the moto. Pipes then moved into second with Herrmann third, Hughes fourth and Clement making his way up from a bad start to fifth.

Clement, in his third race this year, then got on the gas and started to pass everybody in sight, first Hughes then Herrmann and finally Pipes. By this time, Vick was way out in front and in complete control. Clement came across second a good distance ahead of Pipes and Herrmann.

Moto two proved to be the real thriller of the day. Clement lined up on the extreme inside and smoked everybody out of the hole and then lifted his arm halfway down the starting line, waving goodbye to the rest of the riders. And that's exactly what he did as he led every lap from start to finish. Vick grabbed second off the start ahead of Jeff Arnold (Pasadena Kaw), Pipes and Herrmann. Vick tried to stay close to Clement in the opening laps but crashed and was out for the day. This moved Arnold up to second with Pipes in third.

By this time, the order was Clement out alone in first, Arnold a secure second, Herrmann third, Hughes fourth and then Pipes and fellow Louisianan rider, Mark Mestayer (Hon).

Things stayed fairly calm to the end of the moto with Clement taking the big win and the overall. Herrmann put in a fine ride for 4-3 and second overall. Arnold came around in second for the moto, but a first moto miscue left him sixth overall. Pipes and Mestayer made advancements around a tiring Hughes giving Pipes a 3-4 and third overall. Mestayer finished the day 6-5 for fourth overall.

Vick completely swept both motos in 125cc Pro action as he led every lap of both motos, leaving the rest of the field to dice over second. Mark Mestayer, on a borrowed Honda, was looking smooth on the small bore mount and finished third each time out for second overall. Jeff Arnold, who rode all three Pro classes claimed third, while trying to adjust to his 125cc after riding an open bike just minutes before his 125cc moto. San Antonio resident Keith Simmons was the only rider to keep Vick in sight for a few laps during the second moto and finally ended up fourth overall with a 5-2 moto score.

Two of Texas' most promising rid-

ers squared off today in the 125cc Intermediate class with Dale Storbeck leading the way. Storbeck on a very fast D.M.C. prepared Kawasaki holeshot both motos.

In the first moto Storbeck took a relatively easy victory with Scott Chesser (just returning to racing after breaking both wrists) coming up from a poor start to finally finish second ahead of Galveston Honda rider, Mark Gerloff and (Bro Show) Paul Chadwick.

The second moto was a bit different. Looking somewhat like a classic Bailey/Glover or Lechien/Johnson shoot out, Storbeck once again grabbed the start but this time Chesser was hot on his heels. The two riders set out away from the pack. Storbeck opened up about a three second cushion on Chesser in the first few laps as their lap times were those equal to 125cc Pro winner Vick's.

Both riders were riding fast with out making any mistakes. At times, Chesser would pull next to Storbeck only to have Storbeck motor away down the fast straights. The dice lasted all the way to the checkers with Storbeck edging out Chesser by a bike-length. Gerloff put another strong ride finishing third.

Results

MINI 60: 1. Colin Edwards (Kaw); 2. Ross Dayher (Kaw); 3. Michael Cokes (Yam).

MINI JR 80: 1. Colin Edwards (Kaw); 2. Ross Dayher (Kaw); 3. Michael Coker (Yam).

MINI SR 80: 1. Chad Montero (Kaw); 2. Steve Hester (Kaw); 3. Matt Gibbs (Kaw).

MINI STK 80: 1. Chad Montero (Kaw); 2. Matt Gibbs (Kaw); 3. Steve Hester (Kaw).

125 NOV: 1. Jimmy Brewer (Kaw); 2. Wayne Box; 3. Kevin Anthony.

125 INT: 1. Dale Storbeck (Kaw); 2. Scott Chesser (Kaw); 3. Mark Gerloff (Hon).

250 NOV: 1. Jimmy Brewer (Kaw); 2. Bubba Schultz (Yam); 3. Chuck Basone (Yam).

250 INT: 1. Ron Sussman (Yam); 2. Mike Murray (Yam); 3. Shawn Cienegge.

OVER 30: 1. Frank Peebles; 2. Doug Wingo; 3. Jim Teague.

OPEN INT: 1. Scott Bulsanyi (Yam); 2. Keith Burngaht; 3. James Anderson.

125 PRO: 1. Kit Vick (Yam); 2. Mark Mestayer (Hon); 3. Jeff Arnold (Kaw).

250 PRO: 1. Mike Clement (Yam); 2. Ronnie Herrmann (Yam); 3. Rusty Pipes (Kaw).

OPEN PRO: 1. Jeff Arnold (Kaw); 2. Mark Mestayer (Hon); 3. Ronnie Prado (Yam).

Flores on top again at P.A.L.

By Mike Vancil

SANTA CLARA, CA, JULY 12

Mr. Excitement didn't disappoint anyone in four sterling moto victory rides to capture the overall in the 125cc and 250cc Pro classes. Tony Flores has been the most consistent South Bay MXer Pro this season.

In moto one of the 250cc Flores got a fair start behind early leaders Danny Boles (Yam) and Eric Mashbir (Hon). Flores got by Mashbir immediately upon negotiating the first right hand corner and put a pass on Boles in the second right hand corner that no one who was spectating would have thought possible. It appeared as if Flores paused coming to the corner (as in a shut-off, braking action), and then so did Boles but Flores shot by while making a 90° turn, up high, on the outside line. From that pass on, Flores never looked back.

In their second moto it was Flores all the way with Mashbir taking the runner-up position the whole distance. Boles fared better in this event than he did in the first, gaining a third and avoiding a position-eating spill that ruined his hopes in the first moto.

In Amateur action young Jim Ricci put together his first-ever double pair of moto victories in the 125cc Novice class division two. Jim has shown moments of above-average ability and good concentration only to make a costly mistake to come up with a second, or worse — a DNF. In his first

PHOTO BY GRAEME FITCH



Gary Goodfellow (99) leads Rueben McMurter in Superbike action at Westwood Raceway, while eventual winner Michel Mercier (11) follows.

moto, he was able to hold the throttle on a little longer because of his great getaway from the start gate and key position into the first corner with about a three bikelength lead ahead of a whole horde of Kawasaki riders. Ricci's Suzuki was up to the challenge and was capitalizing on the pit signals from his dad, who is semi-retired from the Veteran Master class.

In moto two, Ricci's Sunnyvale Suzuki performed faultlessly again as he powered into another lead from the start. Once again, the next four following riders were all KX-mounted, but the order and cast of characters had changed. In second, and following Ricci to the flag was Gary McClelland (Kaw). Kanoa Rosado (Kaw) had an equally successful evening in the 125cc Novice division one event by winning easily over eight other riders.

Results

PEE WEE 50: 1. Christy Masterson (Yam).

PEE WEE 60: 1. Randy Gates (Kaw); 2. Elton Steyding (Yam).

MINI 80 NOV 9-11: 1. Brian Van Middendorp (Hon).

MINI 80 NOV 12-16: 1. Jeff Ravenscraft (Kaw); 2. Rusty Rust (Yam); 3. Ricky Solano (Hon).

MINI 80 JR 12-16: 1. Adam Fisher (Kaw).

MINI 80 INT 12-16: 1. Steve Bonita (Hon).

125 NOV DIV 1: 1. Kanoa Rosado (Kaw); 2. Brian Hoskin (Kaw); 3. Mark Jackson (Hon).

125 NOV DIV 2: 1. Jim Ricci (Suz); 2. Gary McClelland (Kaw); 3. Mark Foley (Kaw).

125 JR: 1. Charles Soares (Suz); 2. Tim Riggs (Yam); 3. David Rogers (Hon).

125 INT: 1. Eric Sandstrom (Kaw); 2. Wade Cobern (Hon).

125 PRO: 1. Tony Flores (Suz).

250 NOV: 1. Greg Valenti (Yam); 2. Donald Mendenhall (Suz); 3. Jeff Rapetti (Hon).

250 JR: 1. Kenny Lane (Hon); 2. Bryan Sutterfield (Suz); 3. Loren Barrett (Yam).

250 INT: 1. Tony Peixoto (Hon).

250 PRO: 1. Tony Flores (Suz); 2. Eric Mashbir (Hon).

OPEN NOV: 1. Todd Reedy (Mai); 2. Jim Moore (Yam).

OPEN JR: 1. Steve Miraglia (Hon); 2. Karl Von Ubin (Kaw).

OPEN INT: 1. Art Klingbeil (Hon).

VET SPTSMN: 1. Tom Benaich (Suz).

VET INT: 1. Bubba Taylor (Hon).

VET MSTR: 1. Phil Gribnau (Yam); 2. Mike Lane (Hon).

OT INT: 1. Rich Lakely (KTM).

OT MSTR: 1. Duane Spence (Yam).

Records fall at Westwood road race

By Alice Macpherson

WESTWOOD, B.C. CANADA,

JULY 6-7

The lap record at Westwood had stood at one minute, 10.8-seconds since 1975 when it was

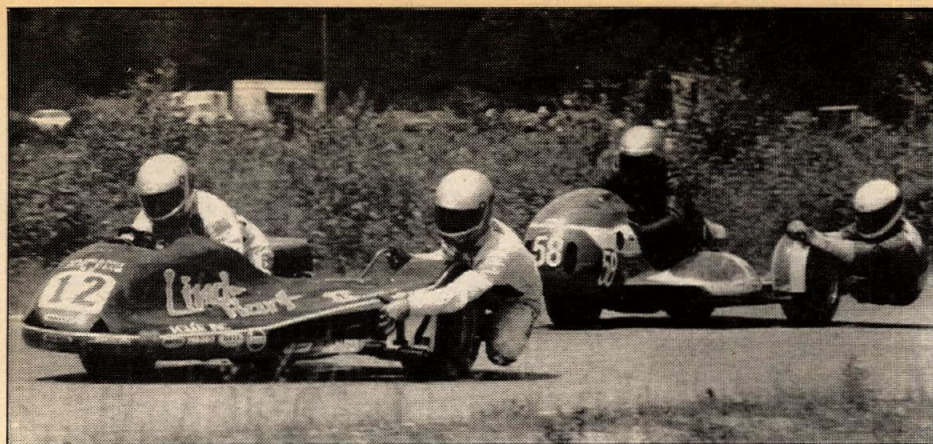
set by former F-750 World Champion Steve Baker on a factory Yamaha. Although many had gotten close, the record had remained. But all that changed today when Miles Baldwin broke the record with a one minute, 9.3-second lap in the Formula One class. A crash in that class, after an earlier win in the Formula Two division, stopped Baldwin from taking home the double and it was Dale Franklin on a TZ750 Yamaha taking the Formula One win.

In the Formula Two race, Franklin was the early leader but Baldwin soon got by and immediately opened a lead over the field. Third place was held by Alan Inglis with Ken Botham and Pierce Buck in a fierce battle for fourth. Botham eventually got the best of the battle as Buck was forced to retire with mechanical problems.

Bruce Behal grabbed the early lead in the 600cc Cafe class with Perrie Turner and Gary Parish in tow. Steve Crevier, who has won every event in this class all year, was forced to start from the back of the grid because of a DNF in his heat race. Crevier didn't waste any time in gaining ground as he quickly moved up to fourth place. His race ended, however, on lap 12 when he hit oil and crashed in turn two. Both Behal and Turner retired with mechanical problems and Parish took advantage of the situation to take the win with Ken Lalonde finishing second. Third place went to Junior rider Bill Jenkins.

The Superbike race was a dog-fight from the green flag. Ken Stobart took the lead followed by Gary Goodfellow and Rueben McMurter. It wasn't long, however, before Michel Mercier and McMurter started to pull away from the rest of the field while swapping the lead continually. Mercier stalled because of a lapped rider in the hairpin and McMurter stole first place, but it was soon Mercier in the top slot again. At the checkered it was Mercier, McMurter, Goodfellow and Ken Stobart rounding out the top four places.

The 20-lap Formula One race got underway with Baldwin taking the lead followed by McMurter, Franklin, Mercier and Goodfellow. Baldwin crashed in turn four on the fifth lap and handed the lead to McMurter with Franklin in tow. Baldwin got things rolling again and promptly set the new track record while trying to catch the leaders. By the flag, Baldwin had gotten up to fifth place be-



Bruce Lind and Jack Hart pilot their Yamaha outfit en route to the sidecar win at Westwood Raceway; second place went to Wildman/Davison.

PHOTO BY MERCEDES

hind Steve Dick and Goodfellow while Franklin took the win over McMurter.

Results

F-1: 1. Dale Franklin (Yam); 2. Rueben McMurter (Yam); 3. Gary Goodfellow (Suz).
F-2: 1. Miles Baldwin (Hon); 2. Dale Franklin (Yam); 3. Alan Inglis (Yam).
SUPERBIKE: 1. Michel Mercier (Suz); 2. Rueben McMurter (Yam); 3. Gary Goodfellow (Suz).
750 PROD: 1. Gary Goodfellow (Suz); 2. Daryl Cornwell (Suz); 3. Steve Crevier (Yam).
600 CAFE: 1. Gary Parish (Yam); 2. Ken Lalonde (Yam); 3. Bill Jenkins (Yam).
600 PROD: 1. Ken Lalonde (Yam); 2. Gary Berge (Kaw); 3. Steve Crevier (Yam).
SIDE CAR: 1. Bruce Lind/Jack Hart (Yam); 2. John Wildman/Rick Davison (Suz); 3. Dave Wildman/Harry Rihela (Bea).

Moore takes two at Santa Clara

By Brenda Trimble

SANTA CLARA, CA, JULY 12

At P.A.L. track, under the lights, on a smooth but sticky track, Daniel Moore of Carmel, California won both the 250 and 500cc Expert events. Tom Carriger (Rtx) bolted into the lead of the 250cc Expert heat tailed by Steve Raymond (C-A) and Robert Bacosa (Hon). Todd Bridges and Raymond crashed in a corner and Ken Netto grabbed the lead on the restart but lost out to Moore. Carriger who was running fourth moved into second by passing Bacosa and Netto. On the final lap, Carriger crashed and finished fifth. The 500cc Experts saw P.J. Sanchez lunge to the front of the pack only to be shut down by Raymond, but Raymond faltered in the final lap and was overtaken by Moore and Carriger. In the main, Moore jumped into the lead followed by Carriger, Bryan McDowell and then Raymond all the way to the flag.

In the Pee Wee class, Jeff Gonzales and Ryan Pence battle for the lead. In the heat, Ryan shot off the pole into the lead with Gonzales in hot pursuit. Gary Neal fell in a corner allowing Eric Martin and Graig Gonzales to move up. In the main, Gonzales jumped out in front and extended his lead to the line.

Martin Montes (Yam) led the pack to the finish in the 60cc heat. The main started with a collision between Robert Stevenson and Montes; Montes was shaken up but restarted. The restart saw Jake Zemke (Kaw) leading followed by D.E. Doty, Montes and Stevenson.

In the 80cc race, Ernie Martin set the pace. However, in the main Brian Gouveia (Suz) charged into the lead with Eric Hanzelka second with Martin taking third.

The 125/250cc Novice class was the largest field running and division one ended in a photo finish for Joe Leonard (Hon) and Kris Kiser (Hon). Leonard jammed into first only to be passed by Kiser, but Leonard stayed on Kiser's heels, Jeff Jackson ran third with James Baird fourth. In the main,

Kiser ran to the flag pursued by Leonard. Division two saw Gene Fitzsimmons in front until he spilled handing the lead to Ricky Smith. Marty Aglibot (Yam) throttled into the lead of the main followed by Gary Milewski (Yam), Smith, Bill Tiernan (H-D) and Scott Chappell (Hon). On the third lap, Smith moved into second and Chappell took fourth. Milewski regained second and Chappell moved into third.

The first lap of the 500cc Novice heat set the pace for the race. The top three contestants jockeyed for position with Cliff Castoh the early leader followed by Steve Haymond and Bob Spear. By the end of the first lap the order was established, Haymond, Spear and Castoh or so it appeared. On the final lap, Haymond swung wide in the curve, and finished third with Randy Gonzalaz fourth and Ken English fifth. In the main, English was first off the line, but Spear captured the lead. Haymond ran second until he crashed, allowing Gonzalaz to move into second with Castoh third. On the final lap, English gunned by Castoh to grab third.

In the 500cc Junior class, it was Joe Carrera all the way followed by Billy Gonzalaz. In the heat, Keri Puccio ran third but in the main it was Woodrow Rogers until he suffered a power loss just feet from the finish allowing John Looney to finish third.

Results

50: 1. Jeff Gabhart; 2. Ryan Pence.
60: 1. Jake Zemke.
80: 1. Brian Gouveia.
125/250 NOV DIV 1: 1. Kris Kiser; 2. Joe Leonard.
125/250 NOV DIV 2: 1. Marty Aglibot; 2. Gary Milewski; 3. Scott Chappell.
250 EX: 1. Dan Moore; 2. Ken Netto.
500 NOV: 1. Bob Spear; 2. Randy Gonzalaz; 3. Ken English.
500 JR: 1. Joe Carrera; 2. Billy Gonzalaz; 3. John Looney.
500 EX: 1. Dan Moore; 2. Tom Carriger; 3. Bryan McDowell.

Lamberts take two at Hepler MX

By Brad & Sharon Jones

HEPLER, KS, JULY 14

The first round of the Motocross Shack sponsored Circle W Anniversary Series hosted a large number of riders all vying for a chance to win contingency prizes and bonus Expert money. Temperatures soared to nearly 100°, but the heat did not stop Jack Lambert from winning both motos of the 125cc Experts with style.

Lambert took the first moto hole-shot with brother John Lambert in tow. John kept the pressure on throughout the race while Steve Forkner, who recently moved up to Expert status, found himself running his own race in third with Galen Floyd in fourth. Iowa's hotshot Dan Newell was blazing through the pack after a first turn crash only to find his front brake going sour; Newell eventually dropped to eighth. Forkner,

who had been following the Lambert battle, suddenly found Floyd zipping past after Forkner missed a few berms. Floyd finished the race in third while Forkner settled for fourth.

In moto two, Jack Lambert was out front again with Newell breathing down his neck. Newell pressured Lambert all the way to the white flag lap when he crashed in a last ditch pass in a bowl turn. Kirk Patterson put in an excellent ride, and held off Jeb Ridinger who used his 5-4 finish for second overall.

In the 250cc Experts Jack and John Lambert were at it again with Newell trailing close behind. The three battled all the way to the finish. Jack and John went one, two with Newell third.

In moto two it was John Lambert out front on the start with Newell trailing only three bikelengths behind for the entire moto. Jack Lambert cruised in third.

The Mini Juniors and Seniors were combined to give spectators some real excitement. As they roared off the line, Brent Peterson took command with Kenny Howard in second. Les Brandenburg was flying through the pack and nailed Howard right before the finish line for second.

In moto two, up and coming Junior ace Jason Young took the hole-shot and led for a lap and a half until Brandenburg and Peterson went barreling past. The two looked like they were going for the national championship as they bounced into each other, jostling for position. Brandenburg won out for first overall.

In the 250cc Intermediate class, Matt Murray and Jerry Lormis put on a great show. In the first moto, Lormis led all the way with Murray only a few feet behind, waiting for a mistake that never happened. Approaching the finish line, Murray made a last ditch effort that almost caused a photo finish.

In moto two, Lormis was leading again, but Murray was pushing hard for the first place points and trophy. By the second lap, Murray made his move and flew home to victory.

Trell Keen had complete control of the 125cc Beginner class by taking both holeshots and the checkers. Brad Blankenship gave chase in moto one, but a bad start in moto two hampered his chances of a top finish. Stewart Capehart came alive in the second round to finish second after a hard fought battle with leader, Keen. Rob Wagner used a 3-3 finish for runner-up honors.

Larry Perkins took the hole-shot over a big class of Over 30 riders. Perkins missed a turn and let Oklahoma ace Tony Greenwood by and Greenwood opened up a lead while Roger Stone clashed with Perkins over second. Perkins got tired and Stone took second for good. Wayne Jorgensen also passed Perkins and whittled away at Stone. Jorgensen passed Stone on the fifth lap, but Stone returned the favor on the final lap to finish second behind Greenwood.

In moto two, Greenwood blasted his 500cc Honda to the lead while Larry Perkins ran a close second for most of the moto. Richard Bassinger moved up through the pack at a steady pace to pass Perkins on the final lap. Bassinger crossed the line in second which was good enough for second overall.

Results

PEE WEE: 1. Robbie Skaggs (Yam); 2. Andy Bowyer (Yam); 3. Eric Rausch (Yam).
JR: 1. Mark Rausch (Kaw); 2. Dustin Prough (Kaw); 3. Brian Solomon (Kaw).
MINI BEG: 1. Chris Gragg (Kaw); 2. Jason Shelley (Hon).
80 JR: 1. Jason Young (Kaw); 2. Doug Stone (Kaw); 3. Sean Parsons (Kaw).
80 SR: 1. Les Brandenburg (Kaw); 2. Brent Peterson (Kaw); 3. Kenny Howard (Kaw).
105/MINI OPEN EX: 1. Brent Peterson (Kaw); 2. Les Brandenburg (Kaw); 3. Kenny Howard (Kaw).

125 BEG: 1. Trell Keen (Hon); 2. Rob Wagner (Suz); 3. Brad Blankenship (Hon).
125 NOV: 1. Doug Gray (Kaw); 2. Scott Campbell (Kaw); 3. Keith Lewandowski (KTM).
125 INT: 1. James Williams (Kaw); 2. Mike McCaffrey (Kaw); 3. Doug Schumacher (Hon).
125 EX: 1. Jack Lambert (Yam); 2. Jeb Ridinger (Kaw); 3. Steve Forkner (Suz).
250 BEG: 1. Paul Bradley (Suz); 2. David England (Hon); 3. Tim Miller (Suz).
250 NOV: 1. David Zornes (Hon); 2. Jeff Harshman (Cag); 3. Mike Moore (Hon).
250 INT: 1. Matt Murray (Kaw); 2. Jerry Lormis (Hon); 3. Tracy Latham (Hon).
250 EX: 1. John Lambert (Yam); 2. Jack Lambert (Yam); 3. Dan Newell (Hon).
OPEN: 1. Mike Burke (Kaw); 2. Gene Brown (Suz); 3. Kevin Boyce (Kaw).
OPEN EX: 1. Brad Jones (Hon); 2. Bill Williams (Hon); 3. Richie Gordon (Suz).
OVER 30: 1. Tony Greenwood (Hon); 2. Richard Bassinger (Kaw); 3. Roger Stone (Yam).

Ellis, Harriger snare Marysville MX win

By Madam Mabree

MARYSVILLE, CA, JULY 14

Yamaha-mounted Jim Ellis and D&D Kawasaki/Hi Point sponsored Rodney Harriger combined to take a clean sweep of the Pro classes at Marysville's 10th Street track. Ellis took home wins in the Open and 250cc classes while Harriger stole the show in the 125cc division.

Ellis grabbed the holeshot in the first moto of the Open class and stretched his lead to the checkered flag. Larry Dashiell took second ahead of Kurt Jorgenson in third place. In the second moto, Dashiell got the holeshot with Ellis in hot pursuit. Dashiell held the lead for five laps before Ellis made his move and went on to the win. Dashiell took the runner-up spot with Brett Cahors taking third.

The 250cc Pro class saw Mark Everett steal the holeshot with Ellis close behind. Ellis got around Everett with Dashiell also getting by for second place as Everett faded. Cahors soon took over third place and then got by Dashiell to take second place at the finish. Ellis took the win with Dashiell finishing behind Cahors for third place.

In the second moto, Yamaha-mounted Robbie Hadlock pulled the holeshot, but Dashiell took over the lead on the fourth lap. Hadlock, however, got it back on lap five and went on to win with Ellis taking second. Dashiell finished third with the overall going to Ellis' 1-2 score.

In the opening 125cc Pro moto, Harriger shot out in front with Willis Miller in second and Scott McElroy trailing in third. They finished in that order as Harriger blitzed the field. In the second moto, Harriger again grabbed the holeshot and left the field behind. Garry Smith put his Kawasaki in second with third place going to McElroy.

The 250cc Intermediate class saw good action with Danny Paladino getting out first with Tim Cunningham following. Honda-mounted Melvin Bauman came from way back in the pack to get by Cunningham for a second place finish. The second moto saw more of the same as Cunningham pulled the holeshot while Bauman and Paladino battled their way through the pack. Jamey Parker moved up to take third place from Paladino and the order at the finish was Cunningham, Bauman and Parker.

Results

60: 1. Tim Keeney (Hon); 2. Randy Gates (Kaw); 3. Beau Judge (Kaw).
80 BEG: 1. Mark Wyhtidko (Kaw); 2. Jason Johnson (Kaw); 3. Jeff Beabier (Hon).
80 JR: 1. Brad Walters (Yam); 2. Jason Gibson (Kaw); 3. John Stark (Kaw).
80 INT: 1. Brian Roth (Hon); 2. Billy White (Kaw); 3. Obie Leff (Yam).
80 EX: 1. Steve Lamson (Kaw).
125 BEG: 1. Sean Smith (Yam); 2. Tony Branson (Yam); 3. David Pike (Kaw).

125 JR: 1. Mark Myers (Hon); 2. Micky Crenshaw (Kaw); 3. Jamie Wooten (Yam).
 125 INT: 1. Brian Elder (Kaw); 2. Jason Assad (Kaw); 3. Eric Sandstrom (Kaw).
 125 PRO: 1. Rodney Harriger (Kaw); 2. Willie Miller (Kaw); 3. Gary Smith (Kaw).
 250 BEG: 1. Jim Yates (KTM); 2. Sean Chynoweth (Kaw); Lonnie Madsen (Suz).
 250 JR: 1. Allen Nickle (Hon); 2. Mark Burkett (Hon); 3. Alex Chellew (Yam).
 250 INT: 1. Jim Cunningham (Hon); 2. Melvin Bauman (Hon); 3. Danny Paladino (Kaw).
 250 PRO: 1. Jim Ellis (Yam); 2. Larry Dashiell (Hon); 2. Robbie Hadlock (Yam).
 OPEN BEG: 1. Mark Peters (Hon); 2. Donny Stommel (Suz); 3. David Hagan (Hon).
 OPEN JR: 1. Fred Wilder (Hon); 2. Steve Heminger (Yam); 3. Wayne Kalls (MS).
 OPEN INT: 1. Ken Walcott (Hon); 2. Rod Brock (Hon); 3. John Covlombo (Hon).
 OPEN PRO: 1. Jim Ellis (Yam); 2. Larry Dashiell (Hon); 3. Kurt Jorgenson (Hon).
 OT JR: 1. Carl Leih (Can) 2. Bob Martin (Hon); 3. Bruce Young (Hon).
 OT INT: 1. Harold Noell (MAI); 2. Leroy Francard (KTM); 3. Wes Bradwell (Hon).
 OT EXP: 1. Rick Schilling (Hon); 2. Jim McClinton (Yam); 3. Duane Spencer (Yam).
 VETS JR: 1. Jack Baker (Hus); 2. Bob Miland (Hus); 3. Joe Wittman (Kaw).
 VETS INT: 1. Jim Galatioto (Hon); 2. Jeff Widoff (Hon); 3. Tom Yuill (KTM).
 VETS EXP: 1. Paul Bastrom (Hon); 2. Wes Broby (Hon); 3. Duane Spencer (Hon).

Burgess takes win at Redding MX

By The James Gang

REDDING, CA, JULY 14

Both the weather and the racing were hot at Moto-One Raceway today as Lance Burgess on his Honda made a clean sweep of the Open Pro class by winning both motos. Hot on his rear fender was a rider that has won his share of races, Pat Richter, a former national class rider showed the fans he still knows his way around a motocross course. Richter pressured Burgess in the first moto but had to give way to the younger rider.

In the second moto Burgess (Hon) was again in the lead and pulling away while running in second was Jack George (Hon) riding out of Pecwan. In third was Richter (Hon) who was on the move and trying to make a pass in a fast left hand corner. Ted Steck (Hon), however, collided with Richter and they both went down. Richter was first up and off in pursuit of Burgess and was gaining ground at a fast pace. Richter, seemingly, had better lines in the corners, but Burgess's Honda had the power in the straights. By never missing a beat, Burgess took the win and the overall. Richter was second followed by George.

Kalamath Falls, Oregon rider radical Ron Milligan (Hon) in his first Pro ride won the 250cc class. His wins in both motos didn't come easy, however, as Dave Creech (Hon) gave Milligan all he could handle in both motos. Temperatures in the 100's left the riders drained after the motos as Creech placed second and local rider Doug Frisbee (Suz) finished third.

A good turn out of 80s saw Eddy Hanson (Kaw) run wire-to-wire in the Beginner class to take the overall. Hanson was the overall winner of the Moto-One Summer Series and is continuing his winning ways. His main competition in both motos came from John Smyth (Yam), but Hanson's Kawasaki clearly had the edge on power and Hanson had a comfortable lead at the flag. Kevin Richter (Hon) put in two good rides for the third spot overall.

In the 60s Darrell Mabry (Hon) won the class followed by Larry McKee (Hon) with Jason Hunsucker (Hon) finishing third.

A surprisingly light turn out of 125s saw James Kerrigan (Kaw) with the first moto just ahead of Mike Fife (Hon). Fife, coming off of knee surgery, seemed to be riding stronger than before, but in the second round Kerrigan again sprinted to the front followed by Kell Hammer (Hon) in hot pursuit. Fife, running third, drop-

ped off the pace with mechanical problems and the moto ended with Kerrigan taking the flag. Second went to Hammer and moving into the third spot was Dwain Sellers (Suz).

Another Richter was in the win column in the Vet class. Skip Richter (Hon), Pat's brother, won both motos to take the overall.

Results

60: 1. Darrell Mabry (Hon); 2. Larry McKee (Hon); 3. Jason Hunsucker (Hon).
 80 BEG: 1. Eddy Hanson (Kaw); 2. John Smyth (Yam); 3. Kevin Richter (Hon).
 125 BEG: 1. James Kerrigan (Kaw); 2. Kell Hammer (Hon); 3. Dwain Sellers (Suz).
 125 INT: 1. Craig Marleay (Kaw).
 125 PRO: 1. Ted Steck (Hon).
 250 BEG: 1. Mike Shafer (Suz); 2. Steven Perry (Hus); 3. Scott More (KTM).
 250 JR: 1. Randy Okads (Hon).
 250 INT: 1. Greg Shee Han (Suz).
 250 PRO: 1. Ron Milligan (Hon); 2. Dave Creech (Hon); 3. Doug Frisbee (Suz).
 500 BEG: 1. Doug Stevenson (Hon); 2. Lance Sellers (Suz); 3. Jerry Franks (Yam).
 500 JR: 1. Mark Hector (Hon).
 500 INT: 1. Dennis Cassidy (Hon).
 500 PRO: 1. Lance Burgess (Hon); 2. Pat Richter (Hon); 3. Jack George (Hon).
 VET SPTSMMN: 1. Skip Richter (Hon); 2. Leon Alger (Hon); 3. Bob Jackson (Suz).

Bennett blitzes Huron

By Clark Emery

HURON, CA, JULY 13

Fresno Yamaha's Pat Bennett took home the trophy for first overall in the 80cc Junior class tonight, but he had to come from behind in both motos to do it. Bennett battled throughout both motos with Fresno Kawasaki's Chris Kawasaki and Oceano's Torey Rolland for the win.

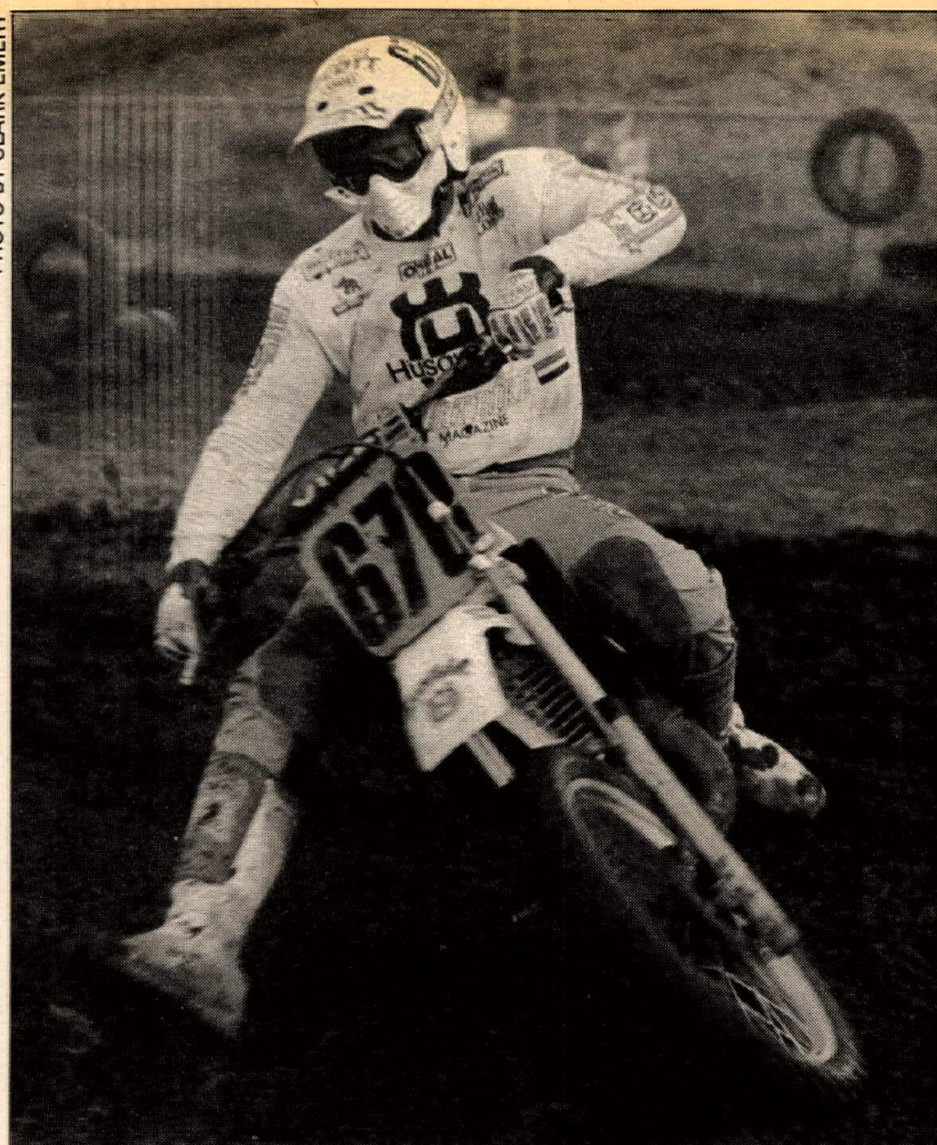
Tonight's CMC sanctioned night race was round five of the seven race Hawaiian Holiday MX series with various vacation packages to be given out to top points winners in each class.

In 250cc Pro action, Fresno's Damon Webb (Yam) and Pat Sparks (PJ1/O/Neal/Petty Products) put their bikes into the WFO mode while trying to put some distance between themselves and Kawasaki rider Tony Richards (Motors West/Maxey Porting) who was running third. A few laps into the race, Webb suddenly pulled off the course with what looked like a broken chain. This gave Sparks the lead, while series point leader Steve Lucente flew past Richards and into the second place position on a set of doubles. Tim Winslow (Yam), had worked his way up from a luke-warm start to third and was rapidly catching Lucente. Donald Franklin was holding his own in fourth as Tony Flores, (MX Fox/Cycle Imports/Team US) was running fifth after looping out at the start and later taking a fall in a muddy left hand corner. After the moto, Lucente was protested for passing Richards over the doubles while the yellow flag was being waved. This moved everyone in the class up a notch and gave second place to Winslow.

Come the second moto, Winslow got a good start and took the lead as the pack exited the first corner. Flores, who many had picked to win his class hands down, was running a fast second. Tony Richards was gassing his Kawasaki for all it was worth in third. Sparks, who won the first moto, gated poorly and was back in seventh place.

Two laps into the race, Flores wired his Suzuki's throttle to the stops and skirted around Winslow for the lead. Lucente soon passed Richards for third and set his center of attention on Winslow, but Winslow was not about to let himself be passed. That's how the top three finished with Flores taking the landslide win that trackside rumormongers predicted.

PHOTO BY CLARK EMERY



Greg Torgerson powers his Husqvarna to a win in the 500cc Pro class in Round Five of the Hawaiian Holiday Motocross Series.

At the other end of the 250cc spectrum, the Novice class saw San Ardo's Kenneth Diggs take the lead with Harry Boudakian running second on his Honda. Third place was under Kawasaki rider David Van Wart's control when Jim Quaschnick snuck up behind him and tried a do or die pass over a jump. After nearly ending his Yamaha, Quaschnick bounced into third place. Quaschnick quickly recovered, however and put a more safe and sane pass on Budakian for second. Diggs soon fell prey to Quaschnick's pursuit and eventually found himself in third; after Budakian slipped by for second place. Coming across the finish line, Quaschnick and his clean Yamaha were way out front. Budakian ended up with a second as Suzuki rider Rick Mattos worked his way into a third place at the finish.

The second moto found Boudakian nabbing the lead with Diggs following in second. Quaschnick made short work of Diggs and set out after Boudakian. Half a lap later Quaschnick passed Boudakian over a jump and took off from the pack. Quaschnick and Boudakian held onto first and second place until the checkered with Mattos again working his way up to finish third at the end.

In the 500cc Intermediate class, Aaron Pipes (PJ1/Petty/O'Neal) gunned down the competition on his big Honda by winning both his motos by a convincing margin. Yamaha rider David Camarena took home second with Turlock's Jack Azavedo capturing a third overall on his CR500.

Results

60: 1. John McCracken (Kaw); 2. Keith Russel (Suz).
 80 NOV: 1. Kennie McGrath (Hon); 2. Robie Baker (Kaw); 3. Richard Presley (Kaw).
 80 JR: 1. Pat Bennett (Yam); 2. Chris Kawasaki (Kaw); 3. Torey Rolland.
 80 INT: 1. John Culwell (Kaw); 2. Doug DeLay (Kaw).
 80 WOMEN: 1. Shaun Summers (Kaw); 2. Debbie Simmons (Kaw).
 125 BEG: 1. John Sudberry (Suz); 2. Mike Qua-

schnick (Yam); 3. Danny Lawhorn (Yam).
 125 JR: 1. Alan Gilbert (Kaw); 2. Billy Woods (Kaw); 3. Barry Willingham (Cag).
 125 INT: 1. Doug Belcher (Kaw); 2. Dallen McKenny (Hon); 3. Jeff Mabery (Kaw).
 125 PRO: 1. Tony Flores (Suz); 2. Joe Hopkins (Suz).
 250 NOV: 1. Jim Quaschnick (Yam); 2. Harry Boudakian (Hon); 3. Rick Mattos (Suz).
 250 JR: 1. Ritch Haseldon (Suz); 2. Greg Hunter (Yam); 3. Darin Vanderpool (Kaw).
 250 INT: 1. Matt Branch (Yam); 2. Alan Pierce (Kaw); 3. Mitch Turner (Yam).
 250 PRO: 1. Tim Winslow (Yam); 2. Tony Flores (Suz); 3. Donald Franklin (Hon).
 500 BEG: 1. Tibor Treiner (Hon); 2. Quinton Hawkins (Hon); 3. John McCreary (Hon).
 500 JR: 1. Doug Menefee (Hon); 2. Louis Ledlow (Yam); 3. Mike Hulsey (Hon).
 500 INT: 1. Aaron Pipes (Hon); 2. David Camarena (Yam); 3. Jack Azavedo (Hon).
 500 PRO: 1. Greg Torgerson (Hus); 2. Tim Worth (Hon); 3. Tim Dias (Hon).
 VET JR: 1. Ray McCaskey (Hon); 2. Tony DeLa Cugo (Kaw); 3. Rick Stasch (Hon).
 VET MSTR: 1. Mike Bosworth (Suz); 2. Paul Huebert (Hon); 3. Dan Hannah (Hon).
 VET INT: 1. Leon Price.
 OT INT: 1. Jim McCracken (Kaw).
 250 SPTSMMN: 1. Tom Meza (Hon); 2. Alan Reed (Hon); 3. Earl Pemberton (Hon).

Berry wins big at Black Hills MX

By Brian George

RAPID CITY, SD, JULY 14

With the Borderline Racing Association taking a week off from its points-paying motocross events Sunday, only 60 riders turned out at the Black Hills Speedway to compete in a non-points stadiumcross race, and were surprised to find the course being run backwards for the first time.

Only one combined run-what-you-brung Professional class was slated for the afternoon and to make it a true test, the laps were bumped up to two 20-circuit motos, the longest a motocross had been run in the area. Lee Vern Berry took his Small Engine Shop Kawasaki KX125 to the overall win by splitting moto victories with Budweiser/Ride Cycles-sponsored Billy Stork. Berry came up with the second moto decider by less than half



PHOTO BY VINCE LEWIS

The 125cc Junior class gets underway at Baylands Raceway in Fremont, California; Darren Gallagher beat out Charles Soares for the win.

a bikelength.

In moto one, Stork took the hole-shot with Berry, Dave Zuhr, Clint Overman and Keenan Greseth right behind. On the opening lap Berry went out of control on the slick surface and dropped to last place, but with plenty of time to remount and charge back to the front. As Stork pulled out to a comfortable margin, Overman found Zuhr tough to get by, but was finally able to nudge his way past the Honda pilot for second. As Greseth and Danny Hendrickson stretched out the top five, Berry began to gain on the pack by picking off riders each lap. At the end Berry was pushing Overman around the race-course and motored into second with a few laps to go. Time ran out before Berry could get close enough to challenge Stork for the lead and Stork grabbed the checkers well ahead of Berry, Overman, Zuhr and Greseth.

Round two saw Overman take the hole-shot with Stork and Berry right on his rear fender. At the completion of lap one, Overman had trouble underneath the bridge, stalled in the one-lined part of the track and caused a bottleneck behind. Stork tried to duck underneath, but Berry found the faster way out of the tunnel on the high side and shot into the lead. Stork soon followed, with Overman getting his Yamaha running back in third. Behind Zuhr, Hendrickson and Greseth were battling for position, but the two leaders provided the main show of the race. Stork quickly caught Berry and applied tremendous pressure on the KX pilot for the following 15 laps, but Berry never faltered. With passing tough due to the track conditions, Stork could only hope for some bobble by the front runner, but that mistake never came and at the wire Berry took the checkers by a wheel over Stork. Overman again motored in with a solid third while Zuhr led Greseth and Hendrickson across the line for fourth.

Another fine race went off in the Mini A category between Sean McGray and James Fuller. In moto one, McGray took the hole-shot, with Fuller right behind. Bradley Wagner slipped into third ahead of Davey Ritter and those two battled moto-long for third, but out front Fuller tried every trick he could think of to get by McGray. McGray kept a consistent line into corners, never giving up the inside, and despite Fuller flying past over a set of jumps briefly halfway through the moto, McGray remained calm and bulled his way into the next corner to regain first place. As the checkered flag came out, it looked as if McGray would take the moto win, but 30 feet from the finish, in a right hairpin turn, McGray lost traction and nearly slid out. Fuller went outside in the turn and the duo drag-raced to the finish side-by-side. It was Fuller by half a wheel taking the moto ahead of McGray and Ritter with Wagner dropping out with bike problems.

Moto two was a carbon copy of the

first start with McGray and Fuller 1-2 while Ritter trailed in third. The duo again set up a battle for the lead and once again, Fuller tried desperately to get the lead. Luck was against Fuller this time as late in the moto he slid out and dropped back to third behind Ritter. Fuller charged back up to the front furiously with one lap to go, but McGray had too good of a lead to lose and went across the finish line two bikelengths ahead of Fuller for the moto and overall win. Ritter ran in a close third, staying with the leaders all the way this round.

Results

PROS: 1. Lee Vern Berry (Kaw); 2. Billy Stork (Hon); 3. Dave Zuhr (Hon).
MINI A: 1. Sean McGray (Kaw); 2. James Fuller (Kaw); 3. Davey Ritter (Yam).
MINI B: 1. Mike Ladner (Yam); 2. John Nelson (Kaw); 3. Chad Roberts (Kaw).
MINI C: 1. Des Pihl (Kaw); 2. Craig Goodell (Kaw); 3. Aaron Wagner (Yam).
125 B: 1. Dean Schoenberger (Hon); 2. Todd Schoenberger (Hon); 3. Jay Murphy (Yam).
125 C: 1. Evert Englebert (Yam); 2. Scott Mann (Yam); 3. Ernie Canode (Yam).
250 B: 1. Chris Rader (Yam); 2. Mike Hinds (Suz).
OLD IRON: 1. Eddie Lucero (Yam); 2. Cole Smith (Yam).

Felicio dominates Lodi Pro/Am ST

By Ann Carr

LODI, CA, JULY 13

Salinas Camel Pro rookie Expert Chad Felicio dialed the start of the 500cc Pro and 500cc district Expert main events at Lodi Cycle Bowl tonight and literally blitzed the two classes by nearly a straightaway. In the process Felicio not only took over the second spot in the series point standings but he also broke all existing track records for the season.

Second place in both mains was Bruce's Body Shop/Shoei Pro Junior Bryan McDowell from Valley Springs. McDowell chased Felicio in the district race but had to slip by Mark Key's Olympic Tuned H-D in the Pro portion. Key still leads the Pro series points by a slim one point over Felicio and by four over McDowell. Tracy youngster Mike McDonnell won his first Expert main at Lodi this season by topping Tom Carriger in the 250cc main.

Twenty racers contested the 250cc Novice show and the eighth winner in 11 events emerged as Campbell's Dave Mosier outlasted Joe Leonard (not dad but son) and Oroville's Mark Cameron. Craig Johnson grabbed the 250cc Junior win over Robert Bacosa. If Kelley Fischer continues to stay home, Bacosa has the inside track for season honors in the 250cc ranks.

Former Mini rider Kevin Bricker became the ninth different 500cc Junior winner in a hard fought battle with George Cooper and Woody Rogers. Bob Spear aced Norman Storr for the 500cc Novice win while Kris Kiser topped the 125-200cc class for the fifth time.

Mini action continues to develop each week as the 80cc Juniors had their own race tonight. Lodi's Matt Wait padded his high point lead by besting Ron Knight. The kid to watch is Chad McBride from Lodi who took his fifth consecutive Novice win in the 80cc division after rousting the 60s for the sixth time.

Results

VETS: 1. George Cooper (Hon); 2. Allen Yarrow (Yam).
PEE WEE: 1. Eric Martin (Yam); 2. Casey Yarrow (Yam).
60 NOV: 1. Chad McBride (Hon); 2. John Mitchell (Hon).
80 NOV: 1. Chad McBride (Hon); 2. Scott Bricker (Yam).
80 JR: 1. Matt Wait (Kaw); 2. Ron Knight (Suz).
125-200: 1. Kris Kiser (Hon); 2. Scott Chappel (Hon).
250 NOV: 1. Dave Mosier (Yam); 2. Joe Leonard (Hon); 3. Marty Cameron (Kaw).
250 JR: 1. Craig Johnson (Suz); 2. Robert Bacosa (Hon).
250 EX: 1. Mike McDonnell (Hon); 2. Tom Carriger (Suz).
500 NOV: 1. Bob Spear (Yam); 2. Norman Storr (Yam).
500 JR: 1. Kevin Bricker (Yam); 2. George Cooper (Hon); 3. Woody Rogers (Yam).
500 EX: 1. Chad Felicio (WR); 2. Bryan McDowell (Hon); 3. Sal Hoffman (H-D).
500 PRO: 1. Chad Felicio (WR); 2. Bryan McDowell (Hon); 3. Mark Key (H-D).

Torgerson blasts Baylands MX

By Mike Vancil

FREMONT, CA, JULY 10

This was no real terrorist, just Greg Torgerson on a fairly decent looking Husqvarna who came to blow all the Bayland regulars away. And he did it all without making very many people upset. His four points for the evening was a three way tie with two of the other four riders entered in the five rider field. Only by virtue of his second moto win and their rather dismal finish was he able to walk away with the top money in the Open Pro class.

In the first moto, Brett Cahors put his big bore Honda CR into an early lead and never relinquished it. Devon Joos was never able to come within two bikelengths of Cahors, but there was no let up in his trying; Joos has never ridden harder or better. It took more than just the few practice laps allotted for Torgerson to acquaint himself with the stadiumcross-in-a-field Baylands. Torgerson's third in the first moto gave no indication of better things to come, but anyone who shared that view was wrong.

At the drop of the gate in moto two it was apparent that Torgerson had definite upset type plans. He was into the first corner right on the rear wheel of Cahors, who seems to have Baylands' starts wired. Within two laps Torgerson was in the point position and did not have any problem holding it. Joos worried Cahors until an opportunity came in the form of Cahors getting too deep into a berm and bogging the engine slightly. When they finished, Torgerson, Joos and Cahors had created the three way tie, but due to finish order in the final moto the overall went to Torgerson, second place was Joos and third went to Cahors. The nice touch came about when Torgerson came to congratulate Baylands' management on the promotion, to promise to come back again and to ask the best way to get a freeway headed to Bakersfield!

The other spectacular Pro at Baylands on this evening's motocross activity was Tony Flores and his pair of Suzuki RMs. Flores rides with a sponsorship package from Moto-X Fox, Team US and Cycle Imports and was able to garner three of four moto wins on the evening to gain the top payout in the 125cc and 250cc Pro class races. Only Danny Boles on his Moto-X Fox, Team US and Palo Alto

Yamaha put a dent in Flores' otherwise perfect evening.

One other outstanding performance bears mentioning and that is of a Junior class rider who took home a first in the 125cc class while being chased by 15 other entrants and a third in the Open class while being hounded by seven other competitors. This hard charging Junior is Darren Gallagher from Danville who rode his CR125 Honda to first in the 125cc Junior class, then finished third in the Opens on a YZ490 Yamaha.

Results

PEE WEE 50: 1. Brad Mast (Yam).
PEE WEE 60: 1. Darin Rayzor (Hon).
80 MINI NOV 9-11: 1. Kenny Spence (Yam).
80 MINI NOV 12-16: 1. Bruce Bleeker (Yam); 2. Mike Powell (Kaw); 3. Mike Haydel (Hon).
80 MINI JR 9-11: 1. Chris McCallie (Yam).
80 MINI JR 12-16: 1. Brian Walters (Yam); 2. Jason Warren (Kaw); 3. Dwayne Monroe (Yam).
80 MINI INT: 1. Dale Rayzor (Hon).
80 MINI EX: 1. Chris Neal (Yam).
125 NOV: 1. Vince Cardamon (Suz); 2. Ken Wilson (Suz); 3. Maul Thompson (Hon).
125 JR: 1. Darren Gallagher (Hon); 2. Charles Soares (Suz); 3. David Rogers (Hon).
125 INT: 1. Danny Paladino (Kaw).
125 PRO: 1. Tony Flores (Suz).
250 NOV DIV 1: 1. John Mahoney (Hon); 2. Frank Lucido (Hon); 3. Mark Stepauch (Suz).
250 NOV DIV 2: 1. David Adair (Hon); 2. Ken Johnson (Yam); 3. Fritz Leesmann (Yam).
250 JR: 1. Bryan Sutterfield (Suz); 2. Frank Walker (Yam); 3. Darren Gallagher (Yam).
250 INT: 1. Lance McPhee (Suz).
250 PRO: 1. Tony Flores (Suz); 2. Howie Ross (Suz).
OPEN NOV: 1. Steve Miraglia (Hon); 2. Jim Tovar (Hon); 3. Larry Fisher (Suz).
OPEN JR: 1. Steve Zannone (Hon); 2. Andy Melasevich (Yam); 3. Mike Knockalott (Yam).
OPEN INT: 1. Tony Owens (Yam).
OPEN PRO: 1. Greg Torgerson (Hus); 2. Devon Joos (Hon).
VET SPTS MN: 1. Joe Wytman (Kaw).
VET INT: 1. Ken Johnson (Suz).
VET MSTR: 1. Mike Lane (Hon).
OT: 1. Bob Kosovilka (Kaw).

Kearney, Fitzhugh fast at Hannegan FT

By Clay Light

BELLINGHAM, WA, JULY 13

AMA Junior Mike Kearney knocked out his 11 rivals in the Open Experts' money main event at Hannegan Speedway in Bellingham. Expert Brian McGonigal led until the last lap and fell victim to Kearney's come from behind win in the main. Rookie Expert Chris Fitzhugh won the 250cc Experts' 12-lap main event on a Honda CR250. Fitzhugh stormed to wins in both 250cc and Open dashes.

The Open B and 250cc B mains had different riders, but both mains were similar as two riders in each event fought to the bloody end. Todd Derringer and fellow Yamaha rider Steve McCauley dueled to the finish in the 250s while Novice John Lira (Kaw) and fellow KX pilot Dan Stanley were a close 1-2 in the Open B portion. In the Over 30 main event it was Mike Budschadt (Tri 750) winning over Squier Tomasie (Hon 600) and third place John Engelecke (Hon). Stanley and Murray Newman (Yam 500) were also in the hunt but finished fourth and fifth.

Fitzhugh (Seattle Hon) led the first lap of the 250cc Experts' money main — riding a borrowed 250 Honda which has won here at Hannegan Speedway many times. Fitzhugh had Joe Chapman in gunning distance and fell victim to Chapman, who has come up through the ranks quickly and was rumored to be an AMA Pro Novice. Chapman rode in the lead up until the halfway point in the main, but after that fell victim to a pesky Fitzhugh who was right there to snag the lead and hold off Chapman's advances to the finish. Fitzhugh was riding fellow Expert Kirk Strong's Honda and rode well for the win. Chapman, Junior Steve Pruscinski (Yam) and Rance Barclay (Yam) were in the running but couldn't get free

from traffic and took third and fourth ahead of consistent Terry Kertis.

Rookie Expert McGonigal grabbed the holeshot at the start of the Open Experts' main event on the first of 12 laps with Fitzhugh (Hon 500), Novice Don Paul (Hon 500) and Over 30 main winner Budschadt (Tri 750) holding down the early top five spots. Also noticeable were two more Triumph 750s of Canadian Mike Young and Roger Stanley.

Barclay (Yam 500) was in the running and holding down fourth, but just when things were getting interesting Barclay threw a rod which Kearney took advantage of the mishap and was gunning with McGonigal and Fitzhugh for early positions on the 1/4-mile oval. Kearney closely followed McGonigal and found an opening on the last lap to nab the lead when the local hometown rider went wide. McGonigal was relegated to second on the BBRP Racing/Yam NW/KTM 560 while Fitzhugh took a third which combined his two class effort with a first and a third. Paul took fourth ahead of a last lap scrap between Budschadt and fellow 750 Triumph riders Young and Stanley, who were sixth and seventh, respectively.

Results

OPEN EX: 1. Mike Kearney (Yam); 2. Brian McGonigal (Rtx); 3. Christ Fitzhugh (Hon); 4. Don Paul (Hon); 5. Mike Budschadt (Tri).

250 EX: 1. Chris Fitzhugh (Hon); 2. Joe Chapman (Yam); 3. Steve Pruszcinski (Yam); 4. Rance Barclay (Yam); 5. Terry Kertis.

OVER 30: 1. Mike Budschadt (Tri); 2. Squier Tomasie (Hon); 3. John Engelecke (Hon); 4. Dan Stanley (Yam); 5. Murray Newman (Yam).

125 A: 1. Shawn Vennebles (Yam); 2. Danny Stanley (Kaw); 3. Kathy Hubble (Suz).

TROPHY DASH

OPEN: 1. Chris Fitzhugh (Hon).

250: 1. Chris Fitzhugh (Hon).

OVER 30: 1. Squier Tomasie (Hon).

Alaskans top Canadians at Whitehorse

By M.R. Edge

WHITEHORSE, Y.T., CANADA, JULY 12-14

Alaskan and Canadian racers met for the annual three day International Race of Champions in Whitehorse, Yukon Territory, Canada. Racers from parts of Alaska competed against those from British Columbia, Yukon Territory and Northwest Territories with Alaskans coming away with 13 out of 14 class wins.

Each day consisted of a different type of race testing the all around ability of the racer. Day one was a T.T., day two a 44-mile cross country and the competition ended on day three with a motocross.

Number one Yukon racer Rob Kolla of Whitehorse was the favorite to win on his home tracks, but bad luck plagued him every day. It was Erik Munson and Jeff MacDonald of Fairbanks, Alaska taking the major share of wins.

Munson and Kolla set a fast pace during Friday night's T.T. practice and both lined up in the first 250cc heat. Yukon Honda sponsored Kolla shot into the lead with Munson stuck in midpack, but two laps later Munson and his Northern Power Sports' Suzuki were knocking at his door. Munson got a little physical in a turn and Kolla went down. Munson finished first while Kolla was able to remount and finish fifth to qualify for the main.

The main was a replay of heat one right down to the part where Kolla and Munson tangled and Kolla fell. Munson again won with Kolla coming in fourth. Kevin Schaub from Anchorage, Alaska on a Hortley Motors' Honda finished second fol-

lowed closely by Husqvarna mounted Gerald Wiens from Inuvik, Northwest Territories. MacDonald easily won the 500cc class on his Anchorage Cycle Sales' Yamaha.

Saturday's cross country race consisted of four 11-mile laps through close spruce and birch trees. A few meadows and ridges let the racers get up some speed, but the fast lap times were still around 35 minutes. Kolla was in the Senior A class lead by the first check point and put in the fastest lap time before a flat tire ended his day. With Kolla out and Munson way back after getting lost on lap one, MacDonald and Schaub battled for the lead. Schaub led until the last half mile when MacDonald passed him on a tricky off-camber downhill to win the event.

Munson and Kolla didn't get the chance to dice in Sunday's motocross as Munson flew to all three 250cc moto wins. Kolla crashed in the first two motos and sat out moto three with a possible broken hand. Just as he had done the previous two days, Schaub finished second.

Munson also entered the 125cc class and won the first two motos but crashes left him with a third in the last moto and second overall behind Kirk Schaub (Kaw) of Anchorage.

The 500cc class was dominated by MacDonald as he went to unchallenged victories in all three motos.

Results

FRIDAY

80: 1. Collen Richert (Kaw); 2. Dave Cook (Kaw); 3. Brad Wengzyowski (Yam).

125: 1. Kyle Schaub (Hon); 2. Kirk Schaub (Kaw); 3. Paul Pitzel (Hon).

250: 1. Erik Munson (Suz); 2. Kevin Schaub (Hon); 3. Gerald Wiens (Hus).

500: 1. Jeff MacDonald (Yam); 2. Dave Grant (Hon); 3. Bruce Stingley (KTM).

SATURDAY

JR B: 1. Nathan Reddekopt (Hon); 2. Heather Hobbs (Hon); 3. Kim Libby (Hon).

JR A: 1. Collen Richert (Kaw); 2. Vern Haggard (Suz); 3. Trevor Haggard (Yam).

SR B: 1. Jeff Campbell (Yam); 2. Randy Horton (Yam); 3. Kevin McAdoo (Suz).

SR A: 1. Jeff MacDonald (Yam); 2. Kevin Schaub (Hon); 3. Erik Munson (Suz).

SUNDAY

80: 1. Dave Cook (Kaw); 2. Collen Richert (Kaw); 3. David Hinger (Hon).

125: 1. Kirk Schaub (Kaw); 2. Erik Munson (Suz); 3. Kyle Schaub (Hon).

250: 1. Erik Munson (Suz); 2. Kevin Schaub (Hon); 3. Lou Maffret (Hon).

500: 1. Jeff MacDonald (Yam); 2. Steve Bradner (Hon); 3. Ron Newsome (Hus).

Key does what's needed at Hills Ferry ST

By Bill Spencer

NEWMAN, CA, JULY 5

Mark Key knew he needed a good start in the 500cc Expert main event at Hills Ferry Raceway to keep the upper hand on Chad Felicio and did his job just perfect for the win in a good battle. Bryan McDowell, meanwhile, seemed ready to take third when he broke an oil line and had to pull off with brother Bobby McDowell taking over third place.

A very fine race track greeted the holiday weekend crowd with Eric Martin the winner in the Pee Wee class over Aaron Cisco while Paul Zemke topped the 60cc class over John Mitchell.

Robert Bacosa appeared to have it all in hand in the 250cc Novice fest, but he ran out of gas while leading on his newly found 500 ride. The SK Cycle racer found better pickings in the 500cc Novice class passing quickly to second but it was a no go for first behind Bobby Spears. Taking the win in the 250cc Novice show was Joe Leonard Jr., back after a seven-year hiatus when he was a real good junior but got hurt. Leonard was pressured heavily at the end by David Mosier.

PHOTO BY DIANE BELL



John Conney (VL) passes on the outside during the D-38 Carlsbad GP; Conney teamed with Robbie Nolan to finish second behind Marty Smith.

Kelly Fischer topped the 250cc Junior main while Jon Nunez rode the ex-Keith Day short tracker around the crowd for first 250cc Expert in front of Steve Raymond and Danny McDonnell. John Looney topped Woody Rogres for the 500cc Junior honors with Ken Peschel third.

Smith takes two at D-38 Carlsbad GP

By Bob and Diane Bell

CARLSBAD, CA, JULY 7

Three-time National Champion Marty Smith rode his Kearny Mesa Yamaha 250 to the winners circle twice today at the AMA D-38 Tankslappers Grand Prix. First he took a come-from-behind win in the 250cc/Open race and then followed it with a wire-to-wire solo ride in the team race. "The track was a little dusty, but fun," Smith said.

The Tankslappers set up an incredible course which used nearly every square inch of the Carlsbad Raceway hillsides and had lap times pushing over 10 minutes.

The first race of the day was the 125cc/Senior/Vet competition. Robbie Nolan (Kaw) took command early on his 125cc bike and pulled out to an almost 30 second lead in the first lap of the seven mile course. By the end of the one-hour race, Nolan had several minutes on the second place bike of Ron Yonekura (Kaw). Yonekura's race was not so easy as he traded places every lap with IVCC's Jim Tucker (Hon) and brother John Yonekura (Kaw). The final positions were decided down the asphalt on the final lap with Tucker becoming a Kawasaki sandwich at third followed by John Yonekura in fourth. "I left my desert gearing on and was able to pass one of them every lap on the asphalt," stated Tucker. Jim Hawkins took the victory in the Vet race followed by senior winner, Bill Silverthorn (KTM).

The start of the 250cc/Open race was near disaster for Smith. "I sort of took myself out in the third turn. I couldn't get my bars straightened, so I figured I'd better get going." Smith had his work cut out for him as he was nearly in last place by the time he did get going. Meanwhile, John Conney (250cc Kaw) was running out front, followed by Kearny Mesa Yamaha's Lee Ramage. Ramage had gone down, after leading the 250s, while trying to pass an Open bike and broke his front brake lever, but he was able

to reel in Conney by lap four and maintain a close second even without a front brake.

Back in the pack, Smith had been passing riders at an alarming rate of speed while working up to third with a little over a lap to go. Conney and Ramage rode their best, but they were no match for Smith as he blew past both riders and into first with less than half a lap left. Conney trailed in second with Ramage third.

IVCC's Tom Moen (Yam) took the Open class lead early in the race and ran uncontested to the finish. Coming in second was Coast Coatings Mark McPerry (Yam) followed by Jeff Boyd in third.

The team race went much smoother for Smith as he holeshot the start and never looked back. Ramage's bad luck continued into this race. After running second for four laps, fate struck again. "My brake lever just fell off." This ended any chance he had for a top finish. Inheriting second and holding it to the finish was the 250cc Kawasaki team of Conney and Nolan. Moen took his second win of the day in the Open class and third overall. This helps him close in on current points leader Scott Hatfield who teamed with Mark McPerry for second open.

Baja 500 winner, Jim Tucker and 1985 SCORE number one rider Ed Foland proved unbeatable in the 125s and took the class win and an incredible fourth overall, both riding Tucker's Honda. Second 125cc fell to the team of Honda rider Joe Lane (who partnered with Tucker in the Baja 500) and San Diego Kawasaki West's Bob Bell after coming from back in the pack due to a first turn pile up. "We came from almost last to 10th overall; it was fun!" said Bell of their race.

Felicio, Key take Lodi wins

By Bill Spencer

LODI, CA, JULY 5

Lodi Cycle Bowl finished up its Friday night series with great racing and Chad Felicio the big winner in the 500cc Expert class. Felicio also wrapped up a second in the Pro-Am behind the almost unbeatable Mark Key on the Olympic Tune Harley-Davidson.

Riding for the Prundale Club and Shoei Helmets, Felicio had to chase Key in the Pro-Am portion as Key had one of his patented starts from the outside line and nothing would move him out of the way, not even



Scott Davis (1) takes the inside route while Kevin Schaub chooses the outside in 250cc Expert action at Goose Island Raceway in Alaska.

PHOTO BY M.R. EDGE

Sal Hoffman, Bryon McDowell, P J Sanchez and Craig Howard fought it out for fourth through seventh.

George Cooper's Concord Honda took the Vets class event over fast Francis Shine and Al Yarrow third in a come from behind ride. Pee Wee Casey Yarrow had it a little bit better than his dad by winning in front of Eric Martin, while Jake Zemke drove up from Paso Robles to win the 60cc Novice main on his KX from Chad McBride. McBride came back to win the 80cc Novice over Tony Miza.

Chris Kiser and Scott Chappell topped the 125-200cc Combined show while Robert Bacosa and the SK Cycle Honda topped the 250cc Novice show easily over Joe Pineda and Jim Laney. Steve Raymond got the start in the 250cc Expert bash and led Frank Garcia to the checkers with Dave Woodward third over Mike McDonnell.

Sal Hoffman led the 500cc Expert show riding in good style, but in a good pressure pass Felicio got around while Bryan McDowell and Craig Howard went to work, finishing third and fourth over Bobby McDowell and P.J. Sanchez.

Results

VETS: 1. George Cooper (Hon); 2. Francis Shine (Yam); 3. Allen Yarrow (Yam).
PEE WEE: 1. Casey Yarrow (Yam); 2. Eric Martin (Yam); 3. Mike West (Suz).
60 NOV: 1. Jake Zemke (Kaw); 2. Chad McBride (Hon).
80 NOV: 1. Chad McBride (Hon); 2. Anthony Miza (Suz).
125-200 NOV: 1. Chris Kiser (Hon); 2. Scott Chappell (Hon).
250 NOV: 1. Robert Bacosa (Hon); 2. Joe Pineda (Kaw); 3. Jim Laney (Yam).
250 EX: 1. Steve Raymond (C-A); 2. Frank Garcia (Kaw); 3. David Woodward (Suz).
500 NOV: 1. James Hoogin (Yam); 2. Gary Cardeiro (Hon); 3. Robert Spear (Yam).
250-500 JR: 1. Todd Bridges (Kaw); 2. George Cooper (Hon); 3. Kenny Burton (Yam).
500 EX: 1. Chad Felicio (Rtx); 2. Sal Hoffman (H-D); 3. Bryan McDowell (Hon).
PRO-AM: 1. Mark Key (H-D); 2. Chad Felicio (Rtx); 3. Sal Hoffman (H-D).

Jolly, Powers double at Boyd TT

By M. Orr

BOYD, TX, JULY 6

Shane Jolly and Alan Powers both doubled at Mike Kidd's Boyd Raceway this week on the TT track. Jolly came out of a hole to overtake leaders Eddie Kaufman and Gregg Bentley in the 250cc TT heat race for the win. Bentley got the holeshot in the main event, followed by Jolly and Kaufman, but went high in turn four and Jolly went inside to take the lead he main-

tained to the checkered flag. Kaufman is not used to trailing and moved up to work on Bentley, but as they crossed the finish line Bentley held the advantage by a wheel.

Alan Powers put his new Powers Racing-sponsored Honda into the lead in the Open Amateur TT heat race and showed Kirk Tyer the way around the track. Powers got the holeshot in the main event, but lost his advantage when Ben Coffman passed him on the inside going into the infield. Powers went to the inside of Coffman to drive out of turn four and into the lead again, leaving Coffman to fend off Tyer's challenge for second place. Tyer pulled even with Coffman on the front straightaway on lap three and then passed him coming off the high jump on lap four. Tyer went down two turns later, leaving Coffman to follow Powers to the flag with Mike Gallagher finishing in third place.

Gary Kidd and Charlie Orr spent most of the night in hand-to-hand combat after Kidd took the first Open Pro short track heat over James Huddleston and Orr won the second heat ahead of Billy Orr. Orr got the holeshot in the four-lap trophy dash followed by Kidd, Billy Orr and Huddleston. Kidd passed him on the outside on the back straightaway and took the lead, but Orr grabbed it again in turn three and held Kidd off for the rest of the race to take the win by a bikelength.

Arlington Honda/Race Ready/A&A Racing Service/Yelvi-Morris/LBRT-sponsored Orr, riding a Honda 500 built by Billy Orr, prevailed again in the short track main with Kidd taking second ahead of Billy. Kidd, however, on a Kidd's BBQ/Don Kidd-sponsored Honda 600, won the TT heat race after an aggressive pass on Orr inside the tight turn into the infield on the last lap. After getting the holeshot in the main event, Orr held Kidd off for the win with Bobby Shaw holding down third place and hoping for a mistake that didn't happen.

Results

SHORT TRACK
TROPHY DASH: 1. Charlie Orr (Hon); 2. Gary Kidd (Hon); 3. Billy Orr (Hon).
50: 1. Trey Glasco (Yam).
60: 1. Todd Way (Kaw); 2. Derick Whitener (Hon); 3. Britt Armstrong (Hon).
80 JR: 1. Derick Whitener (Yam).
80 SR: 1. Clayton Hull (Kaw); 2. Greg Teague (Yam); 3. Scott Williams (Hon).
125: 1. Mike Hale (Kaw); 2. Chad McCracken (Yam); 3. Jack Surber (Yam).
250: 1. Trace Polson (Hon); 2. Chad McCracken (Yam); 3. Ed Meyer (Hon).
OPEN PRO: 1. Charlie Orr (Hon); 2. Gary Kidd (Hon); 3. Billy Orr (Hon).
TT

OVER 30: 1. Eddie Kaufman (Hon); 2. Karl Klement (Hon); 3. Kenneth Whiteley (Yam).
50: 1. Trey Glasco (Yam).
60: 1. Todd Way (Kaw); 2. Derick Whitener (Hon); 3. Britt Armstrong (Hon).
80 JR: 1. Derick Whitener (Kaw); 2. Danny Debrick (Suz); 3. Ronnie Pace Jr. (Yam).
80 SR: 1. Clayton Hull (Suz); 2. Tim Kay (Kaw).
125: 1. Jack Surber (Kaw); 2. Ed Meyer (Yam).
250: 1. Shane Jolly (Hon); 2. Gregg Bentley (Hon); 3. Eddie Kaufman (Hon).
OPEN AM: 1. Alan Powers (Hon); 2. Ben Coffman (Hon); 3. Mike Gallagher (Yam).
OPEN PRO: 1. Charlie Orr (Hon); 2. Gary Kidd (Hon); 3. Bobby Shaw (Hon).

Springman superior at Hannegan Speedway

By Paul Neilsen

BELLINGHAM, WA, JULY 11

Rueban Springman got his Suzuki out of the gates first and led wire-to-wire in claiming the 250cc A win at Hannegan Speedway here in Washington.

Springman exercised skill and experience to hold off the other riders on the heavily-watered track. Out of control slides and crashes were frequent until the track dried later in the day. Springman grabbed the holeshot ahead of Bob Neitfield's Kawasaki and Robert Cole's Yamaha while the current points leader Brent Melvin circulated in fourth.

The lineup changed on lap six with Melvin getting by Cole while the usually front running Larry Visco was having problems back in the pack. The steady riding of Springman, however, kept the others at bay as he led Neitfield and Melvin across the line.

In the 250cc B moto, Norm Enders shot his KTM into the lead when the gate fell and instantly opened up a lead before his chain derailed. John Allen powered his Honda into the lead with Brian Moelker moving into second place. Adrian Moelker came out of the pack to take over third to wind out the Honda parade. At the flag it was Allen, Moelker and Adrian Molker rounding out the top three.

Results

OPEN A: 1. Danny Bullock (Hon).
OPEN B: 1. P.F. Stuen (Suz); 2. Steve McCauley (KTM).
250 A: 1. Rueban Springman (Suz); 2. Bob Neitfield (Kaw); 3. Brent Melvin (Yam).
250 B: 1. John Allen (Hon); 2. Brian Moelker (Hon); 3. Adrian Moelker (Hon).
125 A: 1. Mike Jorgenson (Hon); 2. Brad Kesselring (Hon).
125 B: 1. James Cottet (Suz); 2. Jason Dunton (KTM); 3. Shaun Fry (Kaw).
OPEN C: 1. Cory Saulness (Hon); 2. Craig Knapp (Yam).
250 C: 1. Ken Tellvick (Suz); 2. Eric Amey (Yam); 3. Gregg Eiswald (Hon).
125 C: 1. Rick Bravevev (Hon); 2. Ray Amos (Kaw); 3. Marc Lorenzo (Kaw).
OVER 30: 1. P.F. Stuen (Suz).
END B: 1. Eric Amey (Yam); 2. Scott Drafts (Hon).

Alaskan Series moves to Fairbanks

By M.R. Edge

FAIRBANKS, AK, JULY 6-7

Goose Island Raceway in Fairbanks hosted round three of the five-round Alaska State Motocross Championship Series. No one racer dominated the two day event with all the top contenders sharing wins.

Saturday's 125cc Expert class moto one found Erik Munson on a Northern Power Sports' Suzuki battling for first with Kawasaki Cycle Cache's Jeff Roskelley. Their battle carried them way out front leaving Kelly Butler and his Anchorage Cycle Sales' Yamaha to hold off the pack. At the finish it was Munson over Roskelley.

Moto two was a replay but this time Roskelley edged out Munson at

the checkered and took the overall win. Suzuki Motorcycle and Marine-sponsored Joe Good took third while Butler sat out the race with a fractured wrist.

The 200cc Expert race was also a close one — this time between Munson and 14-time Alaska state champion Scott Davis on his Anchorage Cycle Sales' Yamaha. Davis won the first moto with Munson taking the overall. Roskelley started the series in the 250cc class but after problems in the first two rounds decided to drop out and concentrate on the 125 and 500s.

Jeff MacDonald on an Anchorage Cycle Sales Yamaha shot into the 500cc Expert first moto lead with Roskelley and Davis right behind. However, a crash put Roskelley in mid pack leaving Davis and MacDonald out front. Davis passed a tiring MacDonald to take first. Roskelley managed a sixth place finish.

Moto two found Davis in the lead with Roskelley and MacDonald in second and third. By the halfway mark MacDonald started to fade while Roskelley put the pressure on Davis. The two have a fierce rivalry in Alaska and showed it on the track as they banged bars in every corner. Roskelley got by Davis, but immediately went down taking Davis with him. Roskelley quickly remounted minus silencer, rear fender and a few other parts and held onto first. MacDonald passed Davis while he was restarting and followed Roskelley in for second and the day's overall win. Davis finished third for the moto and second overall ahead of Roskelley.

Sunday's 500cc Expert class had Roskelley in first until a broken rear shock strut left him with a DNF. Davis went to the win with MacDonald in second.

The second moto found Roskelley out front again and this time he held it together to take first, but Davis won the overall by finishing the moto in second.

As on day one, Munson and Davis traded wins in the 250cc Expert class, but this time Davis won the overall.

Munson had a bad crash in the first 125cc Expert moto, but still managed a fourth. Roskelley won it over Good.

Munson stayed up the entire second moto but it was Roskelley again. Good finished third behind Munson but took second overall.

Results

SATURDAY

60 NOV: 1. Destry Scott (Kaw); 2. Tony Coffman (Suz); 3. John James (Kaw).
80 NOV: 1. Gavin Washburn (Kaw); 2. Phil Bruden (Kaw); 3. Tyrone Finch (Kaw).
80 EX: 1. Andy Workman (Yam); 2. Chris Steward (Yam); 3. Robb Butler (Yam).
125 NOV: 1. Vernon Johnson (Kaw); 2. Darren Freeman (Kaw); 3. Tim Bower (Hon).
125 INT: 1. Kelly Styles (Kaw); 2. Francis Good (Suz); 3. Lance Leneave (Kaw).
125 EX: 1. Jeff Roskelley (Kaw); 2. Erik Munson (Suz); 3. Joe Good (Suz).
250 NOV: 1. Vernon Johnson (Kaw); 2. Jim Brown (Suz); 3. Colby Hill (Suz).
250 INT: 1. Jason McDonald (Hon); 2. Greg Chatterton (Kaw); 3. Steve Lynn (Hon).
250 EX: 1. Erik Munson (Suz); 2. Scott Davis (Yam); 3. Joe Good (Suz).
500 NOV: 1. Scott Messer (Hon); 2. Danny Welch (Kaw); 3. Sean Benitez (Kaw).
500 EX: 1. Jeff MacDonald (Yam); 2. Scott Davis (Yam); 3. Jeff Roskelley (Kaw).
VET: 1. Steve Corlee (Mai); 2. Ron Soule (KTM); 3. Dale Hirsch (Hus).

SUNDAY

60 NOV: 1. Destry Scott (Kaw); 2. John James (Kaw); 3. Dean Stroh (Kaw).
80 NOV: 1. Phil Bruden (Kaw); 2. Gavin Washburn (Kaw); 3. Kenny Miller (Kaw).
80 EX: 1. Andy Workman (Yam); 2. Robb Butler (Yam); 3. Chris Steward (Yam).
125 NOV: 1. Rick Kantola (Kaw); 2. Vernon Johnson (Kaw); 3. Darren Freeman (Kaw).
125 INT: 1. Lance Leneave (Kaw); 2. Kelly Styles (Kaw); 3. Roger Neth (KTM).
125 EX: 1. Jeff Roskelley (Kaw); 2. Joe Good (Suz); 3. Erik Munson (Suz).
250 NOV: 1. Vernon Johnson (Kaw); 2. Jim Brown (Suz); 3. Colby Hill (Suz).
250 INT: 1. Jason McDonald (Hon); 2. Lou Maffert (Hon); 3. Greg Chatterton (Kaw).
250 EX: 1. Scott Davis (Yam); 2. Erik Munson (Suz); 3. Ralph Blanchard (Yam).
500 NOV: 1. Scott Messer (Hon); 2. Mike Don (Kaw); 3. Phillip Usser (Hon).
500 EX: 1. Scott Davis (Yam); 2. Jeff MacDonald (Yam); 3. Brent Buttin (Hon).
VETS: 1. Steve Corlee (Mai); 2. Jamie Linxwiler (Yam); 3. Ron Soule (KTM).

RESULTS

TCCRA Mosier Valley Raceway Euess, TX

PRO
D.L. Wood
Tom Emhke
W. Blanchard Jr.
OPEN EX
Greg Edgerton
Frank Shacklee
Kirk Howeth
250 EX
Larry Dodson Jr.
Nick Vanderpool
John Arndquist
OVER 30 EX
Mark Moore
Billy Smith
Eddie Burdette
OVER 38 EX
John Paynter
Joe Pannell
Donnie Goodlett
125 EX
Glen Boyett
Russ Murphy
Bobby Thomasson
200 EX
John Hovey
Tod Myers
Mark Wall
250 INT
Bob Strawn
David Connell
Tom Haynes
OVER 30 INT
Gage Hopkins
Craig Hoernke
Mike Banks
MINI EX
Brian Hensley
Lance Friend
Lance Garza
MINI AM
Jody North
Ray McGhee
Steven Erick
LADIES OPEN
Kathy Boody
Pat Milliken
Pearl Tullous
OPEN AM
Charles Moore
Ron Spratlen
Donald Tuckness
250 AM
Mike Brown
Darryl Pritchett
Kyle Dubberh
125 AM
Rodger Hardman
Dee Ann Wood
Chet Lewis
200 AM
Erik Neilson
Greg Fleming
John Gray
OVER 30 AM
Michael Lineman
Gary Webb
Tom Hall
OVER 38 AM
Tom Osborne
Keith Knotts
Don Klinker
BIG BIKE OVERALL
Larry Dodson Jr.
SMALL BIKE OVERALL
Glen Boyett

Ross Downs MX Colleyville, TX July 19, 1985

MICRO MINI
Jeb Stuart
Shawn Lay
Casey Pinkston
Jeff Ashby
Trip Samples
MINI BEG
Chad Anthony
Heath Gentry
Bryan Tull
Kip Barr
Keith Durst
MINI JR
Chad Smith
Jeff Ashby
MINI SR
Chris Niles
Roy Schellenberger
Willy Bowden
Shane Kuehler
Chad Walters
125 BEG A
Scotty Lagow
Casey Osborne
Blake James
Lee Smith
Kevin Tull
125 BEG B
Anthony Dilulo
Randy Rose
Ricky Thompson
Scott Moran
Brian Hansen
125 NOV
Les Briscoe
Joey Grupp
Danny Wellborn
Chris Walters
Jerry Roth

250 BEG
Gary Raylean
Bryan Rieck
Neil Needham
Scott Wilson
Steve Willhite
250 NOV
Greg Denison
Tom Eller
Buzz Bass
Charles Eller
Charlie Galubenski
COMB INT
TJ Mooney
Scott Brodnax
Jeff Long
James Garman
Wes Ketner
OPEN NOV
Bill Regan
Jeff Douglas
Homer Brothers
OVER 30
Tom Eller
Charles Eller
Charlie Galubenski
Robert Phifer
COMB EX
Nick Cordova
John Kindhart
D.L. Wood
Asa St. Clair
Roger Schellenberger
POWDER PUFF
Snookie Tinnerman
Brenda Thiffer
Chrissa Douglass
Tammy Slay
Chen Cox
TRAIL BLAZERS
Michael Richmond
Mike Olson
Kyle Dobberke
Jim Krause
John Gray Jr.

Masterlinks Mid-Year Point Standings as of May 26, 1985

0-175 DIV II
John Braasch Jr.
Scott Anderson
Tom Elias
Sean Bradley
Duane Summers
Jesse Ellico
Robert Baehr
Julian Guerra
Michael Martin
Jeff Crowe
David Alfred
Richard Cramer
Frank Chase
Robert Schneider
Guy Kibbie
Greg Johnston
Dennis Creeason
Chris McDonald
Mike Johnston
Lowell Martin
Edward Larosche
Glen Armstrong
Allen Griffin
Tony Stuart
Gary Christie
Matt Alexander
James McGrath
Michael Roth
Brian Strachan
David Becker
Joe Osteen
Mike Boal
Pat McDonald
David Donoho
Dan Dalton
Robert Kraft
Ray Guilbeau
Jeff Black
Jim Halpin
Norman Howard
Mike Koncur
John Parkin
Richard Pace
Mike French
Brett Howell
Bill Crawford
Steven Bucklet
Mark Guertin
Craig Hunter
Joe Zoller
Gene Elzenberger
Scott Piche
James Lawrence
Mark Day
Keith Benline
Frank Willis
Mark Burns
Joseph Kraft
Eric Wicker
Scott Dalton
Larry George
Brent Farrell
Mark Purser
Bob Alexander Jr.
Kenneth Wiley
Jim Wentz
Tom Wells
Mark Zella
Thomas Major Jr.
Jeff Hill
Barry Steed
Richard Townsend
Gerald Hatzebunler
Pete Dobrotin

Cale Jardine
Keith Loonsfoot
Edward McCullen
Drew Schultz
Robert Salisbury Jr.
Fred Harris
Bo Kersting
Todd Trisler
Tim Kleckner
Neil Thompson
Craig Harris
Paul Lankford
Tim Thompson
Dennis Hernandez
Dennis Benson
Andrew Gillingwaters
Greg Oberle
Mark Paproski
Taylor Ohlson
Gary Lazzarotto
Aaron Holmes
James Harper
Kris Parr
Christopher Cataneo
Robert Schiller
Edward Edmiston
Jeffrey Franco
John Christie
Brett Raab
CLUBS
Rovers
Checkers
Viewfinders
Dusters
Shamrocks
H.B.M.C.
Desert
Invaders
So Cal
Jackrabbits
Vikings
Simi Valley
Dirt Diggers
Prairie Dogs
Desert Vipers
100's
Prospectors

Sucro-Track MX Ensenada, Baja California, Mexico

80 NOV
Jose Casillas
Lino Morales
Juan Santana
125 NOV
Eric Zolorzano
Rat Sult
Juan Roberts
250 NOV
Jose Casillas
Raul Casillas
Jose Marroquin
80 PRO
Bebie Zertuche
Rodolfo Iribe
Robert Flores
125 PRO
Ed Arnet
John Conney
Rick Maki
250 PRO
Ed Arnet
Don Connelly
Larry Fife
OPEN
Rick Maki
Ed Arnet
Don Connelly

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Scrambles, August 10th
and 11th. Or, arrangements
can be made by calling Bill
Howell at (714) 968-8856.
(130/32)

Trophies for the Desert Vipers
European Scrambles
on June 8th & 9th can be
picked up at all desert races.
For information call Jim at
(714) 998-0685. (130/32)

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Golden State Speedway Championship

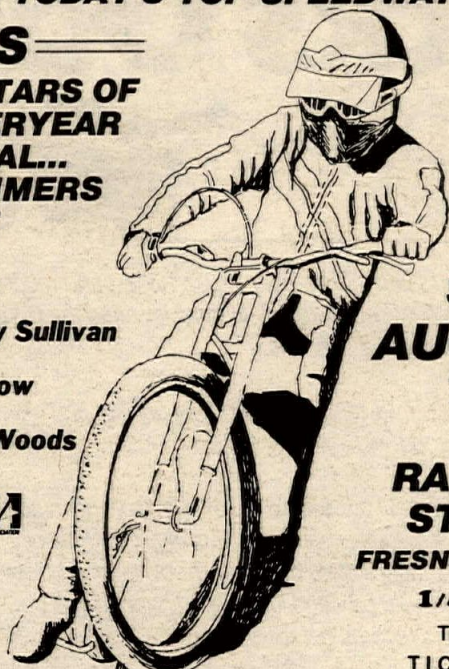
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THE STARS OF
YESTERYEAR
SPECIAL...
OLD TIMERS
NIGHT

Mike Bast
Rodney Sullivan
Duane Yarrow
Gene Woods



FAST TRACK PRODUCTIONS



**SUNDAY
AUGUST 11
7:30 PM**

**RATCLIFFE
STADIUM
FRESNO, CALIFORNIA**

1/4 mile

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TICKETRON
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SRA

Schedule

Aug. 25 — RIVERSIDE G.P.

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DOUBLE CROSS RACING
August 18
Perris Raceway G.P.
Monday, Sept. 2
Labor Day G.P.
Perris Raceway —
\$1000 Pro Purse
Info: (714) 371-6333



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Speedway

August 2

Costa Mesa



Schedule

Sat. Aug. 3 Perris
Sun. Aug. 4 DeAnza
Sat. Aug. 10 Perris
Sun. Aug. 11 Perris

INFO (714) 831-3482



SWAPMEET

MOTORCYCLE

AUG. 2

O.C. Fairgrounds
(714) 495-2542

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 AMA Camel Pro Series Schedule

8/3-4 Lexington, OH
8/11 Peoria, IL
8/24-25 Indianapolis, IN
8/31-9/1 Brainerd, MN
9/1 Springfield, IL
9/8 Syracuse, NY
9/15 San Jose, CA
9/21 Gardena, CA
9/29 Sacramento, CA

1985 AMA National MX Schedule

8/11 Millville, MN
8/25 Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

8/3 Lexington, OH
*8/25-26 Sonoma, CA
8/31 Brainerd, MN
*10/19-20 Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

8/17 Pasadena

1985 AMA National Enduro Championship Schedule

8/11 Speedville, NY
8/18 Moorestown, MI
9/15 Lynnville, IN
10/20 McArthur, OH
10/27 Bear, DE

1985 AMA National Hare Scrambles Series Schedule

9/1 Millville, MN
10/13 Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

8/24-25 Donner Pass, CA
8/31 Butte/Bozeman, MT
9/2 Salt Lake City, UT

AMA/Dragbike! National C'ship Series

8/3-4 Union Grove, WI
8/7-9 Sturgis, SD
8/17-18 Redding, PA
8/25* Carlsbad, CA
9/2 Brainerd, MN
9/8 Byron, IL
9/14-15 Lancaster, NY
9/28-29* Prescott, AR
10/6-7 Fremont, CA
10/13-14 Palmdale, CA
10/21 West Palm Beach, FL
10/27-28* Atmore, AL
11/2-3 Houston, TX
11/16-17** Gainesville, FL
11/30-12/1 Phoenix, AZ

*1/2-mile track

**National C'ship Finals

National NHRA Drag Racing Championships

8/31-9/2 Indianapolis, IN
10/19-20 Pomona, CA

National Drag Racing Championships IDBA

8/10-11 Norwalk, OH
9/14-15 TBA
10/12-13 Gulfport, MS
11/16-17 Birmingham, AL

1985 SCORE/ HDRA Off-Road Series

8/16-18 Riverside, CA
11/8-10 Baja 1000
12/6-8 Frontier 500

WERA/Wiseco National Endurance Series (RR)

8/10-11 Nelson Ledges, OH (24 hr)
8/17 Braselton, GA (6 hr)
8/24 Beloit, IL (6 hr)
9/7-8 Rosamond, CA (24 hr)
9/14 Faulkville, GA (6 hr)
10/5 College Station, TX (8 hr)
11/9 Braselton, GA (6 hr)

CMC Trans-Cal Series

9/7-8 Hungry Valley, CA
9/14-15 Huron, CA
9/21-22 Monterey, CA
9/28-29 Stockton, CA
10/12-13 Fresno, CA
10/18-19 Gardena, CA
10/26-27 Hungry Valley, CA

FIM World C'ship Road Race Series

8/4 England
8/10-11 Sweden
9/1 San Marino

World C'ship Endurance Road Race Series

8/17-18 Belgium
9/7-8 West Germany
9/14-15 France

World C'ship TT Road Race Series

8/17 Northern Ireland
9/1 Belgium
9/28-29 West Germany

AMA/C'ship Cup Endurance Series

8/10 Fairmount City, IL
9/2 Loudon, NH
10/18 Daytona Beach, FL

World C'ship Motocross Series

125cc

8/18 Argentina
8/25 Brazil

250cc

8/4 Soviet Union
8/11 West Germany

500cc

8/4 Belgium
8/11 Luxembourg
8/25 Switzerland

Sidecar

8/18 Austria
9/15 Italy

World C'ship Trials Series

8/25 Finland
8/31 Sweden
9/8 Switzerland
9/15 West Germany

Other Major FIM Events

8/10 Team Speedway C'ship Finals
LONG BEACH, CA
8/31 Indiv. Spdw. C'ship Finals
Bradford, England
9/8 Motocross des Nations
Gaidorf, West Germany
9/15 Indiv. Long Track C'ship Finals
Korsko, Denmark
9/29 Trial des Nations
Canzo, Italy
9/30-10/6 ISDE
La Molina, Spain

1985 Hi-Point Golden State Enduro Series

11/2-3 CEA Enduro (D-37)

1985 AFM Road Race Schedule

8/17-18 Rosamond, CA
8/17-18 Sonoma, CA
9/8 Sonoma, CA
9/22 Rosamond, CA
10/6 Sonoma, CA
10/27 Sonoma, CA
11/9-10 Rosamond, CA
11/24 Rosamond, CA

July 31

BMA CALIFORNIA NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969.

August 1

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway. exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/538-0520.

August 2

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, south end of Newport 55 Frwy., Costa Mesa, CA. Opened 6-10 pm. 24-hour info 714/495-2542.

CALIFORNIA SPEEDWAY
Gold Country Fairgrounds, Maple St. exit off I-80 East. Gates open 6:30 pm, racing starts 8. Info 916/448-7557 or 485-7140.

August 3

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

SMX CALIFORNIA VINTAGE MX
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Info 818/917-6171.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm, free pit pass. Info 619/727-1171.

CALIFORNIA YOUTH NATIONALS
Airport Raceway, Porterville, CA. Gates open 5 pm, prac 6 to 7, race 7:30. Info 209/781-6341.

TEXAS MOTOCROSS
Corpus Christi, TX. Speedway Park. Gates open 6 pm, entry deadline 7:45, races start 8 pm. Info 512/289-2861.

CALIFORNIA SMOOTH SCRAMBLES
San Benito County Fairgrounds, Balado Park, Hollister, CA. Gates open 2 pm, prac 3, race 5. Info 408/449-7367.

CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Sign-up 5:30-7 pm, prac 6:30, race 8. Info 209/368-7182 or 931-3722.

SOUTH DAKOTA MOTOCROSS
Black Hills Speedway, Rapid City, SD. On Hwy 44, 1 mile east of Hwy 79. Gates open 9 pm, prac 10, race 11. Info 605/923-1040.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 mile to FM 2048 to race track. 25 miles NW of Ft. Worth. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

CMC CALIFORNIA MOTOCROSS
Hwy 99 to Ave. 12 east, Rd. 29 north, to Ave 13 East to Road 29 1/2 east. Madera, CA. Gates open 5 pm, prac 6, race 7. Info 209/673-8080.

August 3-4

CALIFORNIA VOLUNTEER PROGRAM
Sequoia National Forest, Troy Campground. Starts 11 am. Info 213/255-5815.

August 4

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Burtonwillow, follow signs for 5 miles to track. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. Gate 8 am, prac. 9:30, race 11. Tulsa Area Motorsports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Mosier Valley Rd., west to Jimison Lane. Midway between Dallas and Ft. Worth, TX. Practice daily 9 am. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813 (Bill Law).

TEXAS AUSTIN MX
Austin Motorsports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1 1/2 & watch for signs. Now sign up 7 am, prac 8, race 9. Int/Ex sign up noon,

race 1:30. Info 512/ 443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bastrop, TX. 95 north from Bastrop for 4 miles, then East on FM 1441 for 2 1/2 miles. Track on right side of Hwy. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Hwy 68 between Monterey and Salinas, CA. Prac 8:30 am, race 9:30. Monterey Bay Rams. Info 408/394-8225.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd., end of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/342-6019.

CMC CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Hwy 74, 3 mile west of Perris, north on Ellis Rd. Gates open 7 am, prac 8:30, race 9:30. Info 213/830-7519.

CALIFORNIA TT
Airport Raceway, Porterville, CA. Northwest corner of Airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, race 7:30. Info 209/781-6341.

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis Exit 30. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

OREGON MOTOCROSS
Mt. View Raceway, Sandy, OR. 38960 S.E. Rude Rd. Gates open 7 am, prac 8:30, races start 10. Info 503/668-9409.

CALIFORNIA SWAP MEET
Cow Palace, San Francisco, CA. Gates open 8 am for sellers, 11 am general admission. Closes 4:30 pm. Info 916/442-4727.

CALIFORNIA POKER RUN
Starts at Accessories Unlimited, 24508 Lyons Ave., Newhall, CA. Info 805/255-6522.

CMC CALIFORNIA MOTOCROSS
Argyll Park, 11 miles south of Dixon, CA on Hwy 113. Gates open 6:30 am, sign-up 7, prac 7:30, 1st race 9. Info 916/678-3592.

August 6

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gate opens 6, prac 6:15, race 6:30. Info 805/656-1122.

August 7

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092.

CALIFORNIA SHORT TRACK NATIONALS
Airport Raceway, Porterville, CA. Northwest corner of Airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, race 7:30. Info 209/781-6341.

August 8

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/538-0520.

August 9

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa

Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:00. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

CALIFORNIA YOUTH 1/2 MILE
Airport Raceway, Porterville, CA. Northwest corner of Airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, race 7:30. Info 209/781-6341.

CALIFORNIA SPEEDWAY
Gold Country Fairgrounds, Maple St. exit off I-80 East. Gates open 6:30 pm, racing starts 8. Info 916/448-7557 or 485-7140.

August 10

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Free pit pass. Info 619/727-1171.

CALIFORNIA AMATEUR 1/2 MILE
Airport Raceway, Porterville, CA. Northwest corner of Airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, race 7:30. Info 209/781-6341.

CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gates open 5 pm, prac 6:30, race 7:30. CMC/Petty Products. Info 209/673-8080.

CALIFORNIA SMOOTH SCRAMBLES
San Benito County Fairgrounds, Hollister, CA. Right on Main St., left on Nash Rd., right on Hwy 25. Approx. 8 miles from Hollister. Gates open 2 pm, prac 3, race 5. Info 408/449-7367.

COLORADO SUPERCROSS
Alamosa Rodeo, 1/2 miles South on 285, Alamosa, CO. Sign-up 3 pm, race 4:30, Pros race 8:30. Info 303/589-9717.

August 10-11

OREGON ROAD RACE
Portland International Raceway, north Portland on I-5, West Delta Park exit. Gates open 8, prac 9, heats to qualify 10:30, main 1 pm. Info 503/232-5150.

CALIFORNIA 500 TOUR
Antelope Valley Kiwanis. Info 805/945-4511.

CALIFORNIA EURO SCRAMBLES
Anderson Dry Lake, lined from Lucerne Valley Fire Station. 9 am start Sat., 7 am Sun. Info 714/968-8856 or 619/244-1696.

August 11

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Burtonwillow, follow signs for 5 miles to track. Gates open 7:30 am, prac 8, racing 9:30. Gate fee \$5. Info 805/325-5537.

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Road Race Schedule
Aug. 18 — Willow Springs
Sept. 8 — Sears Point
Sept. 22 — Willow Springs
13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

RACE SCHEDULE	
ATV Classes At All Events	
Aug. 4 — MOTOCROSS Perris Raceway	Aug. 18 — MOTOCROSS Spillway Cycle Park (CRC Sanction)
Aug. 11 — MOTOROSS DeAnza Cycle Park	Aug. 25 — MOTOCROSS DeAnza Cycle Park (I.R.C. Tri-Race Series)

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Quail Canyon — Every Sunday
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Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
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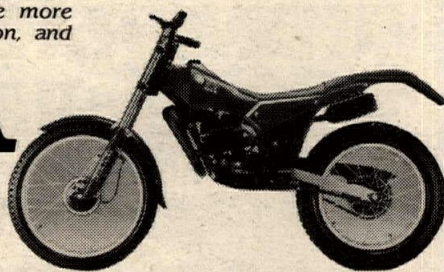
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SMX CALIFORNIA MOTOCROSS

Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt. to track. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. Gate 7 am, sign up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. Gate 7:30 race 9:30. Info 619/245-7339.

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS

Burleson MX Park, south of Ft. Worth, TX on I-35. S. from Ft. Worth to Hardgrove Ln., east 2 miles, turn right immed. past bridge. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS

Swan Motocross Raceway, Tyler, TX. Exit 69 S. from I-20, 2 miles to CR 471, right 2 miles and turn left, follow signs. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CALIFORNIA MOTOCROSS

Sandhill Ranch, Brentwood, CA. Hwy 580 to Vasco Rd., go 17 miles north and turn right at stop sign. Entrance on right hand side. Gates open 6:30 am, sign-up 7, prac 7:30, first race 9. Info 415/634-3328 or 634-6596.

CMC CALIFORNIA MOTOCROSS

DeAnza Cycle Park, 10 miles east of Riverside, CA on Hwy 60 at Theodore exit. Gates open 7 am, prac 8:30, race 9:30. Info 213/830-7519.

CALIFORNIA SWAP MEET

California State University, Northridge. Gates open 8 am for sellers, 11 am for public. Closes 4:30 pm. Info 916/442-4727.

OREGON MONEY CROSS

Sunny Valley, 15 miles north of Grants Pass, OR. Gates open 8 am, sign-up 9-10:30, race 11. Info 503/479-7848 or 479-4533.

CALIFORNIA SPEEDWAY

Ratcliffe Stadium, Fresno, CA. Fresno City College Stadium, located near campus, right on Blackstone Ave. Gates open 5:30 pm, first race 7:30. Info 209/784-2674.

BRA SOUTH DAKOTA MOTOCROSS

Central States Fairgrounds, Rapid City, SD. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

CMC CALIFORNIA MOTOCROSS

Marysville, CA. Under the "E" Street bridge. Go over levee on Shad Rd., one block W. of Honda of Marysville. Prac 7:30 am, race 9:30. Info 916/695-2727 or 695-2086.

ALASKA MOTOCROSS

Kincaid Park, Anchorage, AK. End of W. Dimond Blvd. off of Jodhpur Rd. Gates open 8 am, prac 10, race 11. Info 907/344-8229.

NEVADA GRAND PRIX

Panaca, NV. 150 miles north of Las Vegas on Hwy 93. Gates open 6 am, first race 9. Info 702/645-6550.

MEXICO MOTOCROSS

Super Cross Track, Ensenada, Baja, CA, Mexico. Track and sign-up open 6 am, prac 8-10, race 11. Info 619/429-7211.

August 13

CALIFORNIA SPEEDWAY

Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

KANSAS SHORT TRACK

Johnsno CCounty Fairgrounds, about 40 miles southwest of Kansas City, KS at Gardner. Gates open 6 am, prac 7, race 8. Info 316/225-7041.

August 14

CMC NIGHT MOTOCROSS

Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY

Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

August 15

OREGON MOTOCROSS

West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY

Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS

Bellingham, WA. Hannegan Speedway, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY

Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/538-0520.

August 16

CALIFORNIA SPEEDWAY

Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS

Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS

Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS

From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS

Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS

Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

CALIFORNIA SPEEDWAY

Gold Country Fairgrounds, Maple St. exit off I-80 East. Gates open 6:30 pm, racing starts 8. Info 916/448-7557 or 485-7140.

CMC/SHR CALIFORNIA MOTOCROSS

Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. Gates open 6 pm, prac 7, race 7:30. Info 415/634-3328 or 634-6596.

August 16-17

TEXAS ST AND TT

Cowtown Speedway, Bus. 287 south to Newhope Rd. south 2 miles to track on left. Boyd Raceway 25 miles NW of Ft. Worth, TX. Friday at Cowtown, Sat. Boyd. Gates open 4:30 pm, prac 6, races 7:30. Info 817/284-1766.

August 17

SMX CALIFORNIA MOTOCROSS

Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt. to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS

Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

NIGHT DRAGS

Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS

Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

TEXAS SHORT TRACK AND TT

St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth, TX. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

NEVADA OFF-ROAD RACING

Nevada 300. Pioche, NV. Info 702/459-0317.

CALIFORNIA SMOOTH SCRAMBLES

San Benito County Fairgrounds, Hollister, CA. Right on Main St., left on Nash Rd., right on Hwy 25 to Bolado Park. Gates open 2 pm, prac 3, race 5. Info 408/449-7367.

TEXAS TT SCRAMBLES

Speedway Park, Corpus Christi, TX. Gates open 6 pm, entry 7:45, races start 8 pm. Info 512/289-2861.

CMC CALIFORNIA MOTOCROSS

Hwy 99 to Ave 12 east, Rt. 29 north to Ave 13 east to Road 29 1/4 east, Madera, CA. Gates open 5 pm, prac 6, race 7. Info 209/673-8080.

CALIFORNIA POKER RUN

Plaster City, west pit area, near El Centro, CA. Starts at dark. Info 619/571-5531 or 571-0155.

August 17-18

COLORADO ROAD RACE

Woody Creek Raceway, Aspen, CO. Gates open 8 am, prac 11:15, race 12:30 pm. Info 303/499-4434.

August 18

CMC CALIFORNIA MOTOCROSS

Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS

Kern County Raceway, 5 minutes from Bakersfield, CA. Exit 58 to Buttonwillow. CANCELLED signs for 5 miles to track. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX

Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. Gate 8 am, prac 9:30, race 11. Tulsa Area Motorsports, Inc. Info 918/266-6136.

TEXAS MOSIER MX

Mosier Valley MX Park. From I-30 take 157 north to Mosier Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. race 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/756-4114 or 273-2336.

NEBRASKA ABATE MEETING

American Charter Building, 40th and South Streets, Lincoln, NB. Info 402/435-5591.

CMMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX

Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CALIFORNIA MOTOCROSS

Laguna Seca Raceway, Hwy 68 between Salinas and Monterey, CA. Info 408/394-8225.

CALIFORNIA MOTOCROSS

Argyll Park, 11 miles south of Dixon, CA on Hwy 113. Gates open 6:30 am, sign-up 7, prac 7:30, first race 9. Info 916/678-3592 or 678-9956.

CRC CALIFORNIA GRAN PRIX

Sunrise Valley Cycle Park, Adelanto, CA. Hwy 395, 2 miles north of Adelanto. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS

Spillway Park, Santa Maria, CA. 101 north to Santa Maria, off on Broadway, 1st left to park. Gates open 7 am, prac 8:30, races 9:30. Info 213/830-7519.

MONTANA 1/2 MILE DIRT TRACK

Terry, MT on I-90 between Miles city and Glendive. Gates open 9 am, prac 11, races 2 pm. Info 406/248-7901.

CALIFORNIA GRAN PRIX

Perris Raceway, Perris, CA. Hwy 74 between Perris and Elsinore, turn north on Ellis Rd. to Burton Rd., right to track. Gates open 6 am, prac 8, race 9. Info 714/371-6333.

BRA SOUTH DAKOTA MOTOCROSS

Custer Motocross Track, Custer, SD. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

AMA WASHINGTON MOTOCROSS
Washougal National MX Track,
Washougal, WA. 27 miles N.E. of Port-
land, OR. Gates open 6:30 am, prac
8:30, qualifying 10, racing 1 pm. Info
206/892-5441.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End
of W. Dimond Blvd. off Jodphur Rd.
Gates open 8 am, prac 10, race 11.
Info 907/344-8225.

August 20

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County
Fairgrounds. Off Hwy 101 at Seaward
exit. Sign-in starts 5 pm, gates open 6,
prac 6:15, race 6:30. Info 805/656-
1122.

August 21

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Use south entrance. Gates open 5
pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898
S. Arrowhead Ave., San Bernardino,
CA. National Orange Show Fairgrounds.
Gates open 6:30 pm, first race 8. Info
818/446-0969 or 714/884-4092

August 19-22

TEXAS MOTOCROSS SCHOOL
Mosier Valley, Dallas/Ft. Worth,
TX. Info 714/980-4703, 980-3212.

August 22

OREGON MOTOCROSS
West Delta Park, Portland, OR.
West Delta Park exit off I-5. Gate
opens 4:30 pm, prac 5:30, race 7.
Portland Int. Raceway. Info 503/285-
6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Gates open 6 pm, racing at 8. Info
415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speed-
way., exit 255 off I-5, one mile east
turn left on Hannegan Rd. 1 1/4 mile.
Sign-up 5 pm, race 6. MBMC. Info
206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240
S. Vermont Ave., Gardena, CA. Gates
open 6:30 pm, first race 8. Info
213/538-0520.

August 23

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south
end of Newport (55) Frwy., Costa
Mesa, CA. Gates open 6:30 pm, first
race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy
237 and Great American Parkway,
Santa Clara, CA. Gates open 6 pm,
prac 6:30, race 7:30. Info 408/224-
4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
miles east on E. Mount Houston Rd.,
off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates
open 4 pm, sign-up closes 6:30, prac
6-7, first race 7:00. Info 714/261-
6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past
D-FW Airport to Hwy 26 and turn left.
Go 3 miles from Ft. Worth. Gates open
5:30, prac 6:30, race 8. Info 817/481-
2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX.
Gate opens 5:30 pm, prac 7, race
8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Col-
leyville, TX. From Dallas take Hwy 114
past D-FW Airport to Hwy 26, turn left
4 miles. Gates open 5:30 pm, prac
6:30, races 8. Info 817/481-2804.

CALIFORNIA SPEEDWAY
Gold Country Fairgrounds, Maple
St. exit off I-80 East. Gates open 6:30
pm, racing starts 8. Info 916/448-
7557 or 485-7140.

August 24

SMX CALIFORNIA MOTOCROSS

Perris Raceway, Perris, CA. 91
Frwy. east to 15 south toward Elsinore
for 20 miles to Hwy 74 then left for 8
miles to Ellis St. Left to Burton, rt to
track. Gates open 7 am, prac 8, first
race 9. Info 714/831-3482 or
643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX.
2 miles west of I-35 E. on Belt Line Rd.
Gates open 4 pm, prac 6, races 8. Info
817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA.
Racing starts 3 pm, ends 8 pm. Info
619/727-1171.

CALIFORNIA MOTOCROSS
Cyclone Speedway, 14 miles south
of Chico, CA on US Hwy 99 E. Gates
open 5:30 pm, sign-ups to 7:15, prac
7, race 8. Info 916/342-0063.

CALIFORNIA SMOOTH SCRAMBLES
San Benito County Fairgrounds,
Hollister, CA. Right on Main St., left on
Nash Rd., right on Hwy 25. Gates open
2 pm, prac 3, races 5. Info
408/449-7367.

TEXAS TT SCRAMBLES
Speedway Park, Corpus Christi, TX.
Gates open 6 pm, entry 7:45, races
start 8. Info 512/289-2861.

TEXAS SMOOTH TRACK AND TT
St. Hwy 114 to FM 730, south 2
miles to FM 2048 to race track. 25
miles NW of Ft. Worth. Prac 6:30, heat
races 7:30. Info 817/284-1766 or
433-5587.

CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gates
open 5 pm, prac 6:30, races 7:30. Info
209/673-8080.

August 25

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. Gates open 7 am,
prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes
from Bakersfield, Hwy 58 to But-
tonwillow. CANCELLED signs for 5 miles to
track. Gates open 7:30 am, prac 8,
racing 9:30. Info 805/325-5537.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA.
I-5 to Palomar Airport Rd., east 3 mi.
to raceway. Gate 7 am, sign up 7:30-
8:30, prac 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
mi. east on E. Mount Houston Rd., off
Hwy 59 N. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Ade-
lanto, CA. 2 mi. north of town on Hwy
395. Gate 7:30 am, race 9:30. Info
619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from
Fort Worth to Hardgrove Lane, east 2
mi. and turn right past bridge. Gate 7
am, Nov prac. 8-8:30. Minis 8:30-
8:45, 1st race 9. Int/Ex prac 1 pm,
race 1:30. Info 817/295-8908,
295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whit-
ney, TX. On FM 2960 off Hwy 22, west
of Whitney. Nov 9 am, Int/Ex 1:30
pm. Info 713/482-7593, 817/694-
2901.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler,
TX. Exit 69 S. from I-20 2 miles to CR
471, right 2 miles and turn left. Follow
signs. Gates open all night. Prac 9 am,
race 10:30. Info 214/822-4215.

OREGON MOTOCROSS
Mt. View Raceway, 38960 S.E.
Rude Road, Sandy, OR. Gates open 7
am, prac 8:30, races start 10. Info
503/668-9409.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysville, CA. Park
entrance on 1st street between "E"
and "F" streets, downtown Marysville.
Info 916/695-2727 or 695-2088.

CALIFORNIA DRAGBIKE
Carlsbad, CA. 1/8 So. Cal Nationals.
Info 315/735-1661.

BRA SOUTH DAKOTA MOTOCROSS
Black Hills Speedway, Rapid City,
SD. 1 miles east of Hwy 79 on Hwy 44.
Gates open 9 am, prac 10, race 11.
Info 605/923-1040.

CMC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, 10 miles east
of Riverside on Hwy 60. Theodore exit.
1st race of Tri-Race series. Info
213/830-7519.

TEXAS MOTOCROSS
Mosier Valley, Euless, TX. Races
9:30 am. Info 817/265-9596.

CALIFORNIA ROAD RUN
Simi Valley Honda, 4346 Los
Angeles Ave., Simi Valley, CA. Info
805/527-0191.

CMC/SHR MOTOCROSS
Sand Hill Ranch, Brentwood, CA.
From Hwy 580 take Vasco Rd. north
17 miles to corner of Camino Diablo
and Vasco Rds., turn right. Info
415/634-3328 or 634-6596.

August 27

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County
Fairgrounds. Off Hwy 101 at Seaward
exit. Sign-in starts 5 pm, gates open 6,
prac 6:15, race 6:30. Info 805/656-
1122.

August 28

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Use south entrance. Gates open 5
pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898
S. Arrowhead Ave., San Bernardino,
CA. National Orange Show Fairgrounds.
Gates open 6:30 pm, first race 8. Info
818/446-0969 or 714/884-4092

August 26-29

WASHINGTON MOTOCROSS SCHOOL
Thurston County ORV Park,
McCleary, WA. Info 714/980-4703 or
980-3212.

August 29

OREGON MOTOCROSS
West Delta Park, Portland, OR.
West Delta Park exit off I-5. Gate
opens 4:30 pm, prac 5:30, race 7.
Portland Int. Raceway. Info 503/285-
6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Gates open 6 pm, racing at 8. Info
415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speed-
way., exit 255 off I-5, one mile east
turn left on Hannegan Rd. 1 1/4 mile.
Sign-up 5 pm, race 6. MBMC. Info
206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240
S. Vermont Ave., Gardena, CA. Gates
open 6:30 pm, first race 8. Info
213/538-0520.

August 30

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south
end of Newport (55) Frwy., Costa
Mesa, CA. Gates open 6:30 pm, first
race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy
237 and Great American Parkway,
Santa Clara, CA. Gates open 6 pm,
prac 6:30, race 7:30. Info 408/224-
4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
miles east on E. Mount Houston Rd.,
off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates
open 4 pm, sign-up closes 6:30, prac
6-7, first race 7:00. Info 714/261-
6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past
D-FW Airport to Hwy 26 and turn left.
Go 3 miles from Ft. Worth. Gates open
5:30, prac 6:30, race 8. Info 817/481-
2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX.
Gate opens 5:30 pm, prac 7, race
8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Col-
leyville, TX. From Dallas take Hwy 114
past D-FW Airport to Hwy 26, turn left
4 miles. Gates open 5:30 pm, prac
6:30, races 8. Info 817/481-2804.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA.
From Hwy 580 take Vasco Rd. north
17 miles to corner of Camino Diablo
and Vasco Rds., turn right. Gate opens
6 pm, prac 7, race 7:30. Info 415/634-
3328 or 634-6596.

CALIFORNIA SPEEDWAY
Gold Country Fairgrounds, Maple
St. exit off I-80 east. Near Auburn, CA.
Gates open 6:30. Info 916/448-7557
or 485-7140.

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August 31

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycloland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA SMOOTH SCRAMBLES
San Benito County Fairgrounds, Bolado Park, Hollister, CA. Gates open 2 pm, prac 3, race 5. Info 408/449-7367.

CMC CALIFORNIA MOTOCROSS
Hwy 99 to Ave. 12 East, Rd. 29 north, to Ave. 13 east to Road 29 1/4 east, Madera, CA. Gates open 5 pm, prac 6, race 7. Info 209/673-8080.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth, TX. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

Aug. 31-Sept. 1

CALIFORNIA ROAD RIDING CONVENTION
Napa Town and Country Fairgrounds, Silverado Trail (Hwy 121), Napa, CA. Info 408/226-1737 or 985-1978.

ARIZONA ROAD RUN
Prescott, AZ. Info 602/979-6644 or 582-8533.

September 1

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd., end of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/342-6019.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, Hwy 58 to But-tonwillow, left signs for 5 miles to track. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. Gate 8 am, prac 9:30, race 11. Tulsa Area Motorsports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Mosier Valley Rd., west to Jimisison Lane. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motorsports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1 1/2 & watch for signs. Nov sign up 7 am,

prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bastrop, TX. 95 north from Bastrop for 4 miles, then East on FM 1441 for 2 1/2 miles. Track on right side of Hwy. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CALIFORNIA VOLUNTEER PROGRAM
Sequoia National Forest, Troy Campground. Starts 11 am. Info 213/255-5815.

MEXICO 200 MILE TEAM
Colonet, Mexico. 72 miles south of Ensenada. Races start 7:30 am. Info 619/469-1910.

OREGON MONEY CROSS
Sunny Valley, 15 miles north of Grans Pass, OR. Gates open 8 am, sign-up 9-10:30, race 11. Info 503/479-7848 or 479-4533.

September 4

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 5

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speed-way, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

WANT ADS

Help Wanted

Motorcycle Sales

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Mechanics

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★ Sales ! Service ! Parts ! ★

L.A. City's LARGEST KAWASAKI YAMAHA dealer has IMMEDIATE OPENINGS for qualified applicants. Ask for Art at (818) 352-7897. (225TFN)

Honda Kawasaki Mechanic

Full-time position. Call or write NAPA HONDA, INC., 218 Socol Ave., Napa, CA 94559. (707) 255-1472 ask for Bill for Fransis. (223TFN)

Partsman and Mechanic

COLE BROTHERS SUZUKI. (818) 980-3715. (228TFN)

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Ft. Lauderdale's largest Yamaha dealership needs a qualified Yamaha Service Manager. 2-3 years minimum experienced as Yamaha Service Manager in dealership. Top pay for right person, must be a professional. Call (305) 565-3110. Ask for Robin. (228/31)

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Experience preferred. Full or part time. Benefits, insurance plans, dental, credit union. Should have good knowledge of motorcycles. Call Greg. (213) 860-1354. (229TFN)

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Experienced assembler needed for City of Industry company. Must have experience in one of the following: Honda, Yamaha, or Suzuki. Full time. Call Dee (818) 369-4544. (329/30)

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Phone Sales Reps Needed

Established distributor in Southern California looking for experienced phone sales people. Contact Brad Smith at Joe Jones Distributing. (619) 471-0313. (230/31NWX)

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Motorcycle Sales

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Service Manager/Yamaha

Beautiful Puget Sound area needs qualified, aggressive self-starting individual. Must know complete line. Excellent working conditions and benefits. Salary unlimited. TACOMA YAMAHA, 5510 6th Ave., Tacoma, WA 98406. Send resumes. (206) 752-9590. (227/30)

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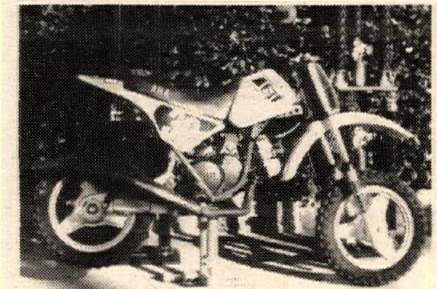
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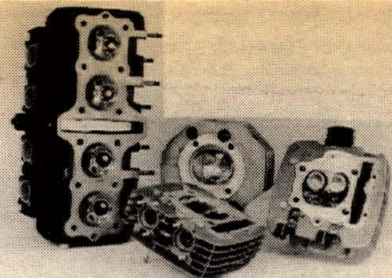
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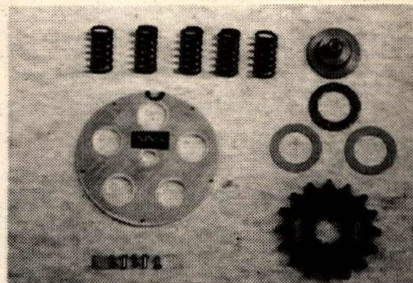
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85 Yamaha YZ490's

One purchased but never ridden due to injury. \$2195. Another in good condition. \$1895. (818) 360-9773. (229/30)

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Excellent condition, low hours, Fox shocks. Never used in competition. \$1499. (213) 630-3048. (130/33)

1985 Yamaha RZ350

Set up for RZ Cup. Fox shock, ATK brace, steering damper, Lassek pipes, rear sets, standard bore, 5 races, never crashed. \$2450. (714) 642-8197. (330)



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Bolt on a new set of patented 'Protopipe' RZ350 Super Pipes, and you'll bolt on 10 more horsepower to your rear wheel. That's without changing jets, air filters, or any other modifications. Not only will you get an increase of 10 rear wheel horsepower, you'll get great styling too with baked on ceramic coating and anodized aluminum silencers. Order yours today for only \$249. PROTOPIPE EXHAUST SYSTEMS, INC., 1165 N. 5th St., San Jose, CA 95112. (408) 292-7866. (330/31NWX)

1984 Honda CR250R

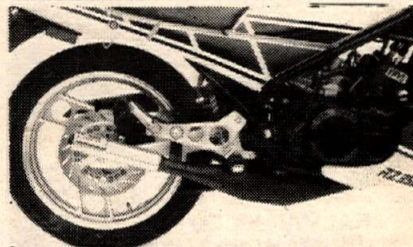
New cylinder and top end. Trick pipe, shocks, forks, fast. \$1200/OBO. Call (714) 529-5756 before 6 p.m., ask for Steve. (130)

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Black, European bar kit, red paint, standard bars available. 9000 miles. New Elite tires. Excellent condition. \$2695. (714) 892-1451, evenings. (130)



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White Power shock, ridden twice since Saddleback closure. Excellent condition. \$1100/OBO. (714) 840-1154. (330/32)

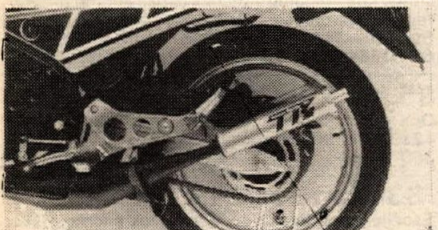
HONDA CR500R, like new. Support parts, tires, air gun, torque wrench. All for sale. David. (213) 941-5105. (130/32)

1985 Honda CR125R

Ridden only once, perfect condition. \$1400/OBO. (818) 889-6043. (130)

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Valley Motorcycle Warehouse has a very large inventory of Kawasaki Ninja's and 550 Jet Ski's. If you're having a hard time finding these hard to get models, call us. (818) 365-6827. 958 N. Maclay, San Fernando, CA. (230/TFN)



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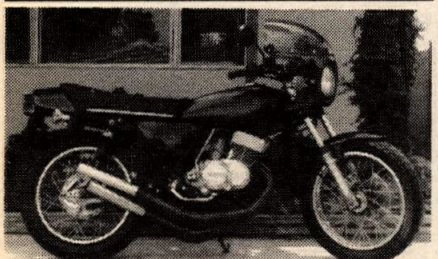
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Totally rebuilt, \$1800 invested. Sacrifice, \$600/OBO. (714) 840-1154. (330/32)

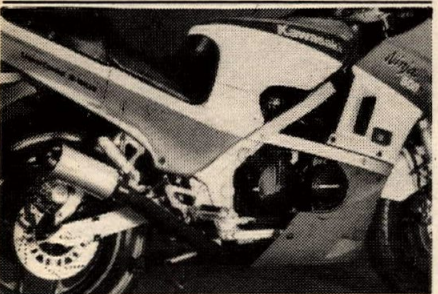
1983 SUZUKI RM250. Like new, all original. \$999/OBO. (714) 838-1356. (330/31)

Moto-Fox Gas Shocks

6 months old, 14 inches, eye to eye. We will ship UPS. \$80. (415) 790-3065. (130)

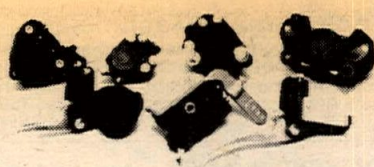
1982 Honda CR250

Bike is clean, \$1250/OBO. Days, (213) 549-8570. Evenings, (213) 541-1330. (330/31)



D&D 600-900 Ninja Exhaust

4 into 1. 10% H.P. increase, saves 20 pounds, keep centerstand, access to oil drain and filter, no cowl modification, aluminum silencer, steel core. East Coast Cycle, (800) 327-1109, in Florida (800) 432-7762. (230NEX)



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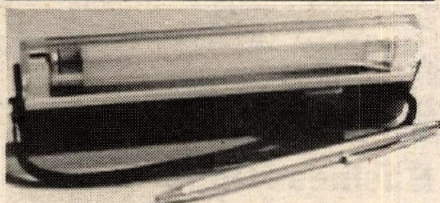
1982 MAICO 490. Well maintained, Ohlins, new piston and ring, 1st over. \$650. (714) 793-5271. (130/31)

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Trail ridden only 4 times. Extras. Best offer. (818) 706-8844. (330/31)

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Team box van, air conditioning, sleeper, alarm, cruise control, roll out awning, 40 gallon gas tank, water tank, custom seats and much more. 74,000 miles. A bargain at \$8995. Call (818) 994-2800, or (818) 365-6827. Ask for Dan. (230/TFN)

'84 Yam. YZ250 \$1250/OBO

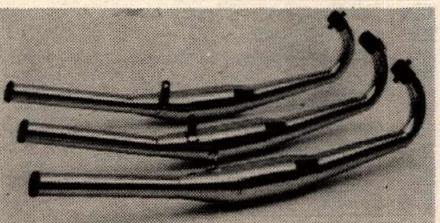
Ported, Ricky Johnson race specs. New crank, new bore, less than 10 hours on engine. Hole Shot 85's. (818) 353-3554. (330)

Husky 4 Stroke 500TG

64 year old owner; busted his butt second time out at Gorman, Nov. 83. Not ridden since. Factory recall completed, with engine rebuild to '85 specs. New carburetor, etc. Beautiful, better than new bike. Somebody should be flying on it. Outrageous steal at \$1295. (805) 482-9611. (130)

Yamaha RZ500N Calif. Title

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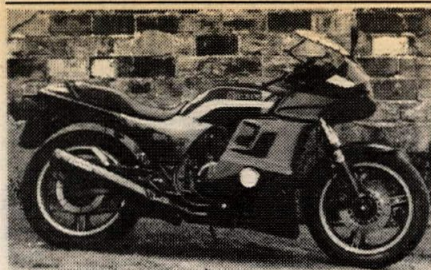
Dyno-Serv equip deluxe chassis

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Bultaco Parts — (713) 351-0075. (228/39NWV)



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Eddie Lawson Replica

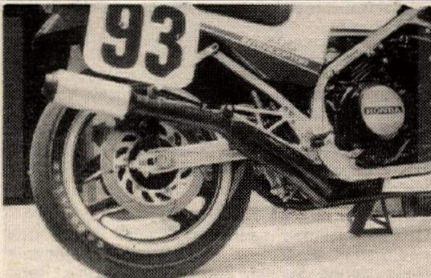
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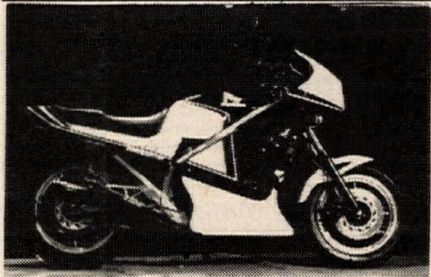
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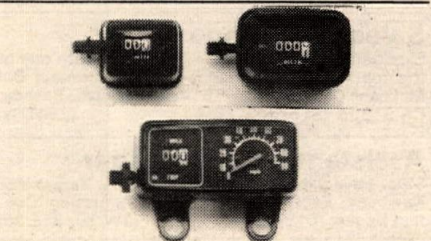
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Like new, hardly ridden. Set up by R & D. Must sell, getting married. \$1300. (714) 548-3887. (329/30)

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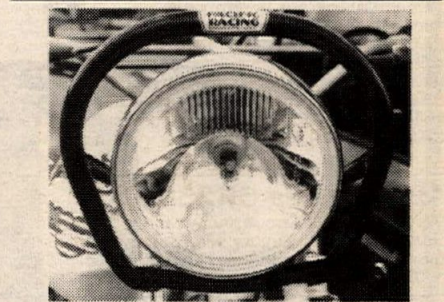
Very Rare 73 Kawasaki Z1 900

The original super bike, showroom condition with fairing. (801) 259-5593. (128/31)

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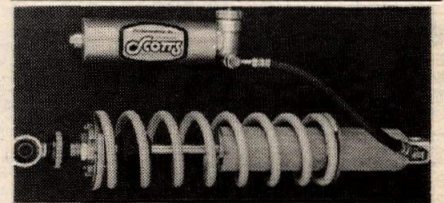
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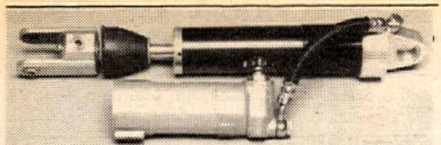
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Very clean, Pro Circuit motor and pipe. Minimal riding time, due to injury. Many many spare parts, too many to list. Stock bore. \$2100/OBO. (213) 598-1172, Brady. (429/30)

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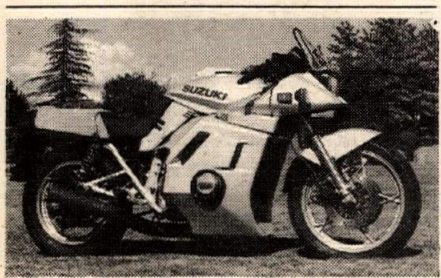
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KTM of San Jose ATK Can-Am

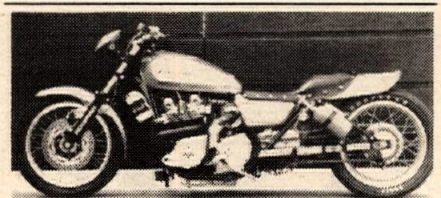
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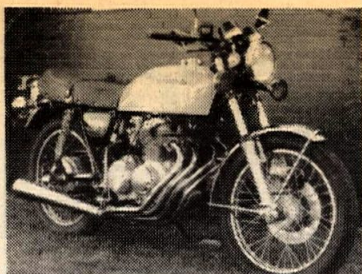
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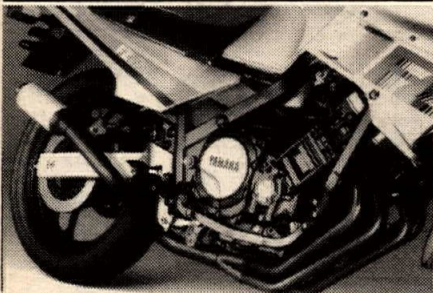
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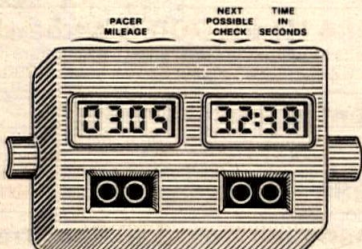
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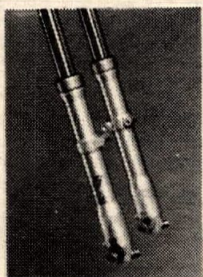
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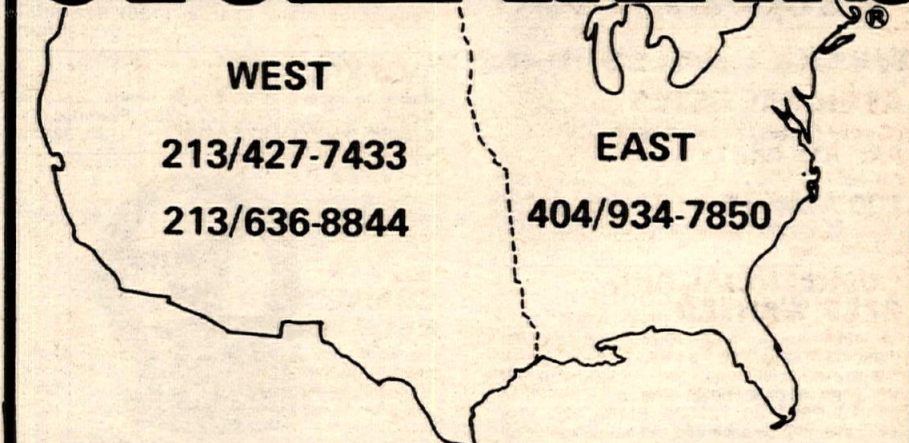
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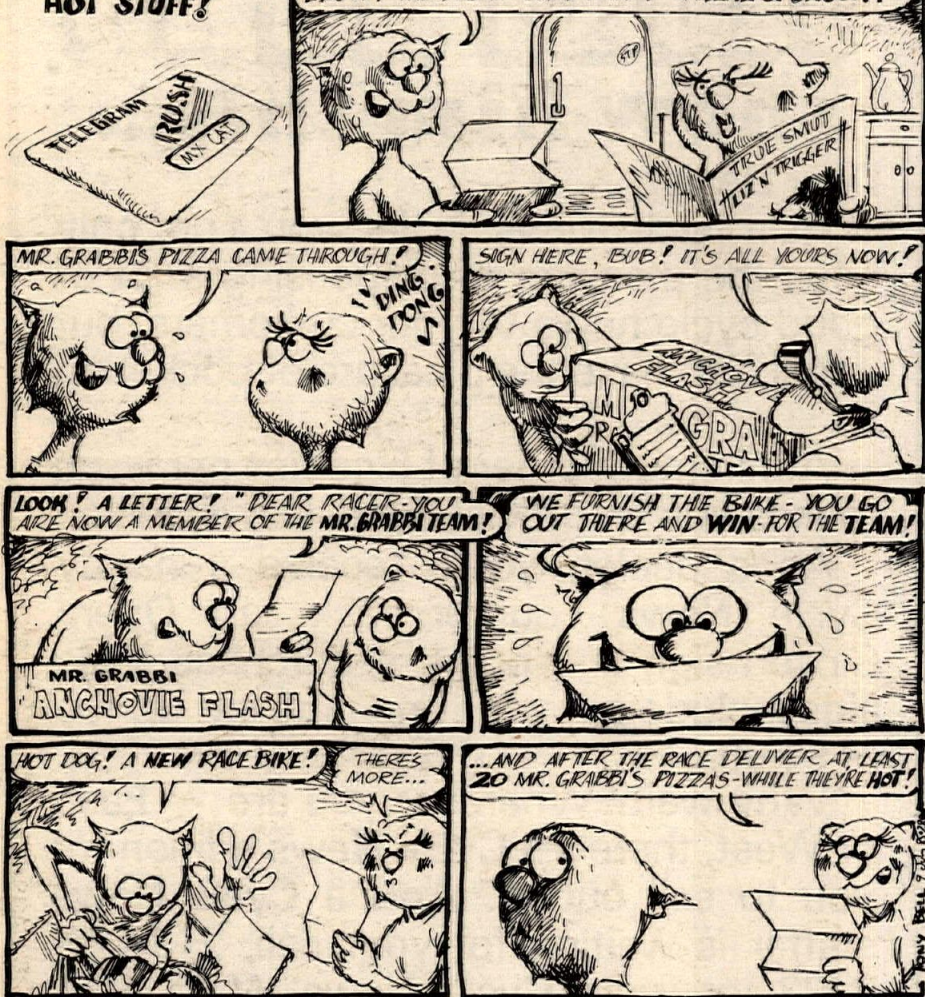
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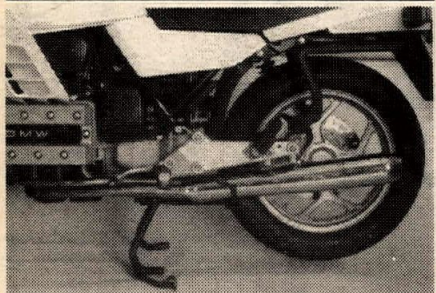
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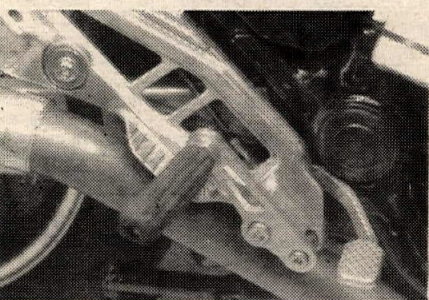
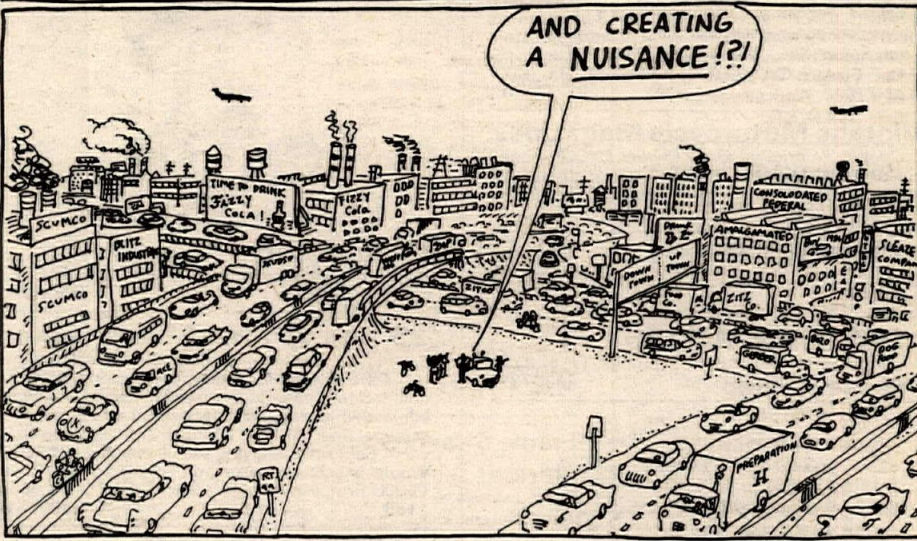
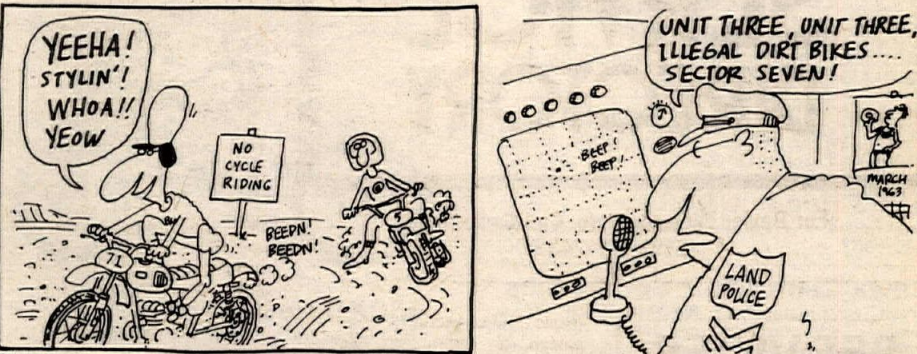
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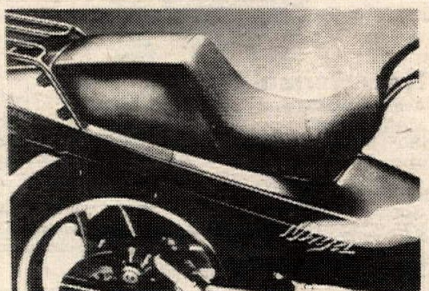
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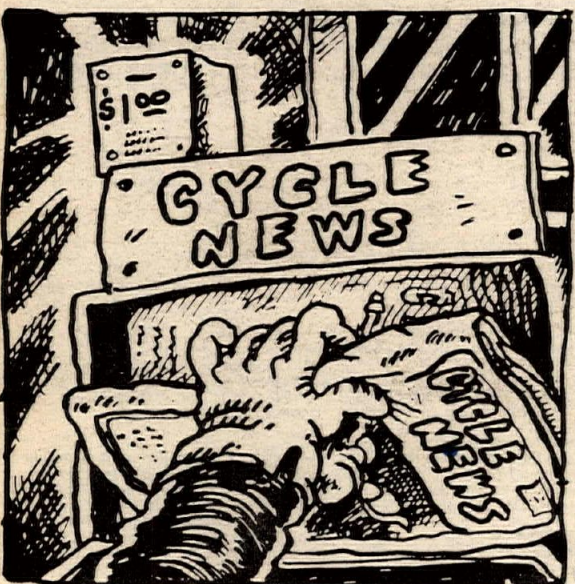
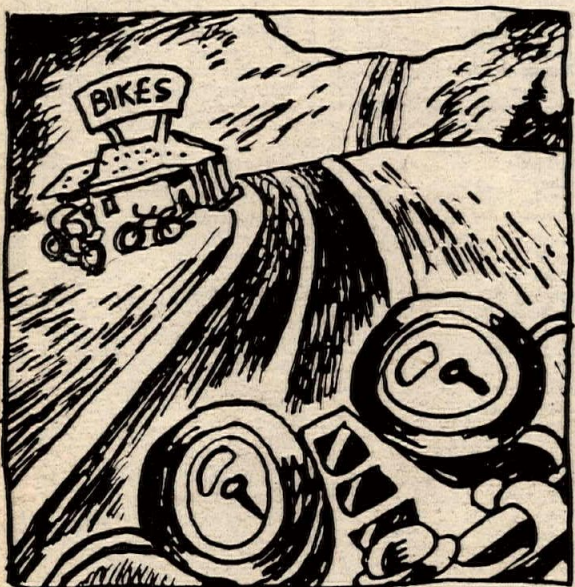
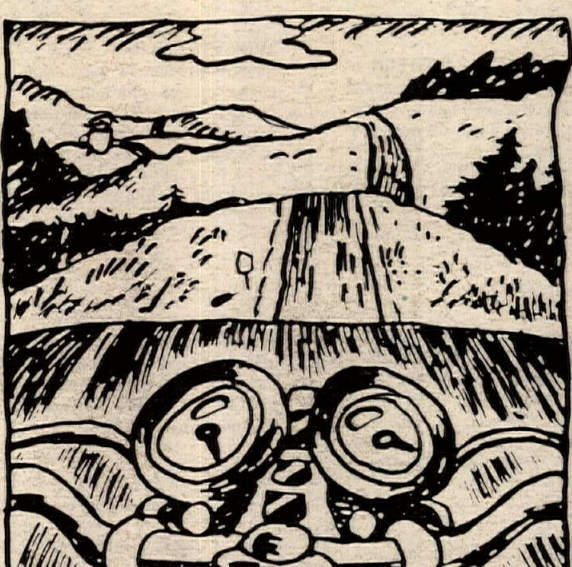
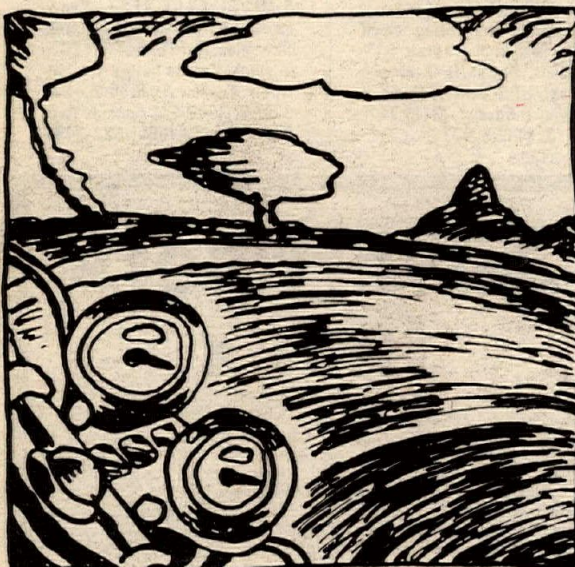
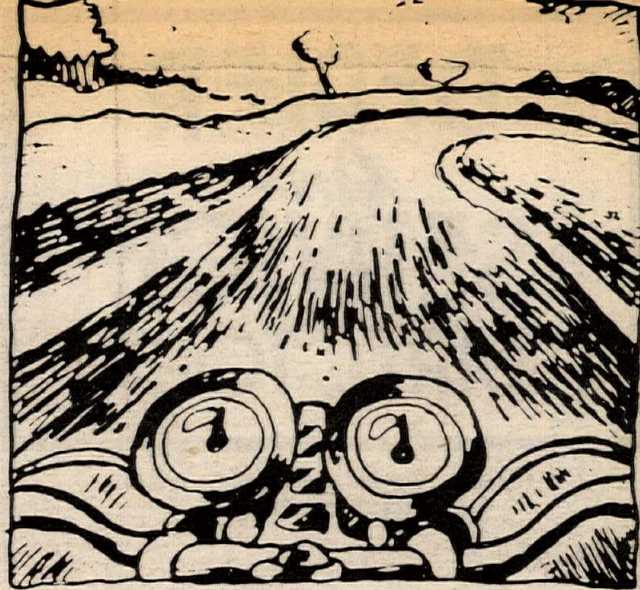
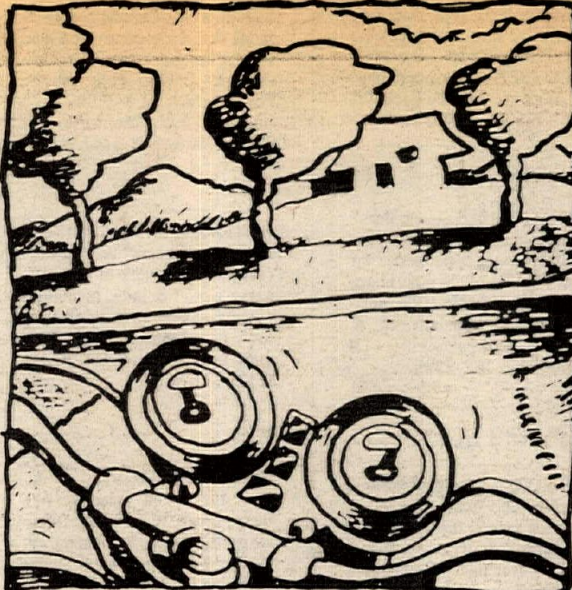
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